

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVIII, No. 49.]

SATURDAY, DECEMBER 7, 1872.

[WHOLE No. 1,911, VOL. XLV.

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

## PRINCIPAL CONTENTS.

Baltimore and Drum Point Railroad.....	1545
Arkansas Railroads .....	1545
Old Colony Railroad.....	1545
North Eastern Railroad.....	1546
Commerce and Navigation.....	1547
Wilmington and Weldon Railroad.....	1547
Cairo and Fulton Railroad.....	1547
Report of the Secretary of the Treasury.....	1548
Commerce of New York.....	1549
Railroad Earnings .....	1550
City Passenger Railroad Share & Bond Lists.....	1551
Federal and State Securities .....	1553
Dividend and Interest Tables .....	1552, 1554
Railroad Share List.....	1562
Stock Exchange and Money Market .....	1569
Journal of Railroad Law .....	1572
Railroads of Iowa.....	1573

## American Railroad Journal.

New York, Saturday, December 7, 1872.

### Baltimore and Drum Point Railroad.

The project of building a railroad by which the fine harbor of Drum Point, or, as it is sometimes called, Cove Point, can be made accessible for coal shipments and general trade, is still being pushed forward as rapidly as circumstances will permit. At Camp Parole, one and a-half miles from Annapolis, this road can be made to connect with either the Baltimore and Ohio or the Baltimore and Potomac Railroad so as to put Baltimore in connection with Cove Point. Surveys have been made at each end of the line between Camp Parole and Drum Point. The survey from Camp Parole was to Butler's Tavern, a distance of ten miles. The survey from Drum Point was to Port Republic, a distance of twelve miles. Between Butler's Tavern and Port Republic the surveys for the route are still going on. Two parties of engineers are engaged in the surveys. Advertisements are out for the grading of those portions of each end of the line on which the surveys have been completed. The ultimate construction of an independent extension of the road between Camp Parole and Baltimore probably depends on the aid received from the city and other circum-

stances. The road from Cove Point to Camp Parole will certainly be built. The grades will be very easy, and the expense consequently slight. Mr. Lareda, a wealthy New Yorker, who owns a large property at Drum Point, is associated with other capitalists in pushing forward the enterprise that will so largely advance the value of property at Drum Point and all through Calvert and Anne Arundel counties. Mr. Bareda has just built near Cove Point a residence that has cost over a hundred thousand dollars. He is said to own seventy thousand dollars worth of stock in the Drum Point Railroad, and to be able and determined to build it entirely himself if it is not otherwise pushed through rapidly.

### Arkansas Railroads.

There are three roads or more, perhaps, that are looking now and being projected in this direction—the Kansas City and Fort Smith railroad, the Little Rock and Fort Smith railroad, and a branch of the Missouri, Kansas and Texas railroad from some point on that road between the Arkansas and Canadian rivers to this city.

We have been led to believe that the prospects of the Kansas City and Fort Smith railroad were good and becoming more bright daily, but recently we have heard but little about it. From what we know and believe of the parties, into whose hands the interests of this road have fallen, we incline to the belief that they have the desire and the means to commence and complete this road, provided the people along the route, and at each end, who are so deeply interested, will come forward and give such aid as the importance of the advantages to be derived demands.

The Little Rock and Fort Smith road is completed and the cars running for sixty miles this way from Little Rock. The road is graded to a point this side of Clarksville, and the ties are ready, and iron, sufficient for the whole road, on hand at Little Rock. But the progress of this road has been checked by a kink in the management, and by swindles too great and too gorgeous to be resisted, so that work on it has long since ceased, and the people have lost confidence in the management.

The Missouri, Kansas and Texas Railroad Company has a charter to build the branch above referred to, and now, having their main road completed nearly to Red river, which point they propose to reach in the next thirty or forty days, they could be ready to commence work on this branch, and in less than six months it could be completed to this place, and would prove a valuable feeder to the M., K., and T. road, and the

company know it full well. This company has the means, the energy and the character, to put this road through in a short time, and it only needs to be induced to come this way. The M., K. and T. railroad company can build roads—it has done it—and if we can secure her pledge to complete this road we may consider it as good as built.—*Fort Smith Herald.*

### Old Colony Railroad.

The annual meeting of the stockholders of this company was held in Boston on the 26th ult., Hon. Onslow Stearns, President, in the chair.

After the published call was read, President Stearns presented the ninth annual report of the directors, which was accepted.

Chas. F. Choate, Esq., solicitor for the corporation, read four articles of amendment to the By-Laws of the company, relative to the notice to be given of meetings (to include Barnstable county) of the corporation; to increase the number of directors from nine to thirteen, and to change the seal of the corporation, and the form of the certificates of stock as are required by change of name.

An amendment was offered by Mr. John Collamore of Boston which provided that not less than one thousand of the \$3000 be donated to the families of the firemen killed on the 9th and 10th inst. As amended the motion passed.

On motion of Major S. D. Phinney of Barnstable, the ballot for thirteen directors of the company was taken.

Pending the report of the committee collecting the ballots, the Auditor's report was read, accepted and placed on file.

A letter was received from the sub-committee of the Fire Relief Committee, consisting of A. Firth, President of the Boston and Albany, and W. Merritt, President of the Boston and Maine Railroad, asking that the Old Colony Railroad Company contribute in the spirit that other corporations propose for the Fire Relief Fund. This was presented by Mr. Seth Turner of Randolph, who also made a motion that three thousand dollars be subscribed by the stockholders for that purpose.

It was voted to accept the 28th Chapter of the acts of 1872 relating to tracks at Weir Junction and Taunton, and also chapter 295 of the acts of the same legislative year, applying to this corporation in the construction of a bridge over Taunton Great river at Fall River.

Seth Turner of Randolph, Minot Terrill of Weymouth and Wm. P. Pierce of Middleboro' were appointed a committee to audit the accounts for the ensuing year.

Mr. Phinney reported that the whole number of votes cast for directors of the company was 13,918 and that by the vote of the stockholders the following were elected: Onslow Stearns of Boston, Uriel Crocker of Boston, Benjamin Finch of Newport, Oliver Ames of Easton, Charles F. Choate of Cambridge, Samuel L. Crocker of Taunton, Jacob H. Lond of Plymouth, Richard Borden of Fall River, Royal W. Turner of Randolph, Francis B. Hayes of Boston, Ephraim N. Winslow of Hyannis, John S. Brayton of Fall River, Prince S. Crowell of Dennis.

A resolution of thanks to the President and Directors of the company was read and adopted by the meeting, and after some pleasant allusions to the union of the Old Colony with the Cape Cod Railroad the meeting adjourned.

#### North Eastern (S. C.) Railroad.

The earnings of this road for the years ending February 28, 1871 and 1872, were as follows:

	1871.	1872.
From passengers.....	\$101,710 48	\$97,659 85
" freight.....	200,472 22	190,067 44
" express.....	3,768 89	7,858 51
" mails.....	15,600 00	13,866 64
	\$321,551 59	\$305,452 44

#### Expenses, viz:

Maintenance of road...	\$61,241 78	\$64,051 45
Motive power.....	64,462 44	60,075 27
Repairs of cars.....	47,606 18	22,076 62
Transportation.....	42,447 75	45,446 10
Salaries & general exp.	14,989 17	12,149 56

\$230,747 31 \$203,799 00

Net earnings..... \$90,804 28 \$101,653 44

Add amount to credit of profit and loss

February 28, 1871..... 4,812 87

Added since..... 11 02

\$106,477 33

#### Charged with the following items,

viz:	
Interest accrued on bonds.....	\$77,160 00
Interest accrued on preferred stock.....	8,860 00
Interest accrued on certificates of indebtedness.....	7,632 99
Interest paid on past due bonds.....	6,205 85
Current interest and discount on bonds.....	9,999 24
	109,858 08

Carried to debit of profit and loss.... \$3,380 75

Compared with the previous year the gross earnings show a decrease of \$16,099 15; with a decrease in operating expenses of \$26,948 31—making the increase in net earnings \$10,849 16. The President in his report says:

A decrease of \$16,099 15, or five per cent., will be noticed in our receipts, a result which is to be explained by the prevalence of a severe epidemic in our city, during the past summer, the general reduction of the cotton crop, and other untoward circumstances, a recurrence or continuance of which, it is hoped, will not be experienced the ensuing season.

During the year we have moved 29,793 bales of cotton, 82,770 barrels naval stores, 3,612,000 feet lumber, and 5,833 tons phosphate rock—as against 34,539 bales, 65,946 barrels, 3,387,690 feet, and 11,895 tons the previous year.

Our operating expenses show a decrease of \$26,948 31, or 11 68-100 per cent., upon those of the preceding year, while the general condition of the company's property is as favorable, as was then reported. No reduction in these can be expected the ensuing year, because of certain expenditures, which, in the course of it, will be required for the proper maintenance of the road, and its appurtenances. These must be met, irrespective of our revenue; and were the latter to be

found inadequate to that end, the true remedy would be, not in their avoidance or postponement, but in such a re-adjustment of the company's tariffs, extensions of its business, and other measures as would increase its revenue, and thus enable them to, satisfactorily, discharge the duties they assume to perform.

It affords us pleasure to confirm to you our previous statements of the generally good condition of the road, and its structures. From the peculiar character of the country through which it is located, the difficulty of obtaining proper drainage, and the best material for ballasting the road bed, the labor now being annually expended upon it, does not produce a proportionately permanent benefit, though its condition is certainly being, gradually, improved. The rails, are in very fair order, indeed, there are none now in the track, sufficiently worn to require immediate removal. During the past year, we have supplied 531 tons new rails, (56 lbs to the yard,) with the necessary complement of fish plate fastenings, as a substitute for the light lip chairs, formerly in use. The bridges, trestles, culverts, &c., have received the needful attention.

Our shops at Florence, which are wooden structures, and of a temporary character, have been somewhat enlarged, and valuable additions made to their machinery.

Of the new first mortgage bonds, (\$820,000,) we have on hand \$22,500, to be applied to the redemption of the old bonds and outstanding interest thereon, and to the partial liquidation of the company's real estate bonds. Of the new second mortgage bonds (\$322,000) we hold \$46,500 for the redemption of an equal amount of the old still outstanding.

The amount of second mortgage bonds originally issued was \$300,000, of which \$145,000 were sold; the remaining \$155,000 were subsequently pledged and deposited with trustees as a security for a corresponding amount of preferred stock. This preferred stock is then, virtually, a substitute for, and representative of, that amount of second mortgage bonds.

Upon their maturity, the new issue of bonds, for their redemption, was increased to \$320,000, (to cover accrued interest thereon;) and as the bonds and the preferred stock then bore the same rate of interest, the conversion of the one into the other, as might be desired by their respective holders, has been allowed. The preferred stock has the single advantage of being registered and transferable on the company's books, but many prefer foregoing this, for the convenience of collecting their interest by coupons, and the greater facilities of transfer, etc., afforded by the Bonds.

The total interest for which the company is annually responsible on its bonded and other obligations, is about \$100,000.

The prospects of the company are much involved in the extensions of its communications, northward from Cheraw to Salisbury, in the construction of the South Carolina Central Railroad from Lane's Station to Sumter, and, especially, in the improvement of its connection with the Savannah and Charleston road. The completion of the road from Fredericksburg to Washington, and of the Tunnel at Baltimore, both now in active progress, will relieve the Atlantic Coast Line of the present transfers and delays at those points, and should render it an attractive route to the passenger.

The fact of our having passed through the year, with but few interruptions in the movement of our trains, and without any serious accident, certainly indicates a commendable degree of attention and watchfulness on the part of the company's subordinate officers and employees.

The company have 13 locomotives; 6 first-class and 7 second-class passenger cars, 4 mail and baggage, 68 box, 48 platform and 30 phosphate cars. Number of local passengers carried, 51,882; do., through do., 13,533—total, 65,415. Bales of cotton hauled, 29,793, of which 8,887 bales were from local stations, and 20,906 bales from other roads.

Barrels naval stores 82,770; feet of lumber, 3,612. Number of miles run by trains 257,712. Av. receipts per mile run, \$1.18; expenses do., 79 cents. Receipts per mile of road, \$2,995; expenses do., \$1,998.

#### BALANCE SHEET, February 29, 1872.

Construction, equipment, right of way, &c.....	\$2,148,130 65
Bills receivable.....	7,811 60
Stock in Cheraw and Salisbury Railroad Company.....	4,064 00
Stock in Cheraw bridge.....	112 52
Stock in Cheraw and Darlington Railroad Company.....	100 00
Real estate.....	20,713 92
Postoffice dues.....	2,116 32
Southern express dues.....	341 05
Cash.....	11,972 22
Balance of open accounts, &c.....	28,055 15
Carried to debit of profit and loss..	8,380 75
	\$2,226,798 08
Bonds for real estate.....	\$28,000 00
Issue of 1,382 new eight per cent. bonds in redemption of 1,382 old bonds.....	691,000 00
Issue of 213 new eight per cent. bonds in settlement of past due interest.....	106,500 00
Issue of 18 old seven per cent. bonds still outstanding.....	9,000 00
Issue of 297 new eight per cent. second lien bonds in redemption of 297 old second mortgage bonds	148,500 00
Issue of 44 new eight per cent. second lien bonds in settlement of past due interest.....	22,000 00
Issue of 93 old seven per cent. second mortgage bonds still outstanding.....	46,500 00
Issue of 2,100 shares preferred stock secured by 210 second lien eight per cent. bonds deposited with trustees of the same.....	105,000 00
Installments on stock.....	898,950 00
Bills payable.....	53,927 82
Interest outstanding to be funded..	4,476 50
Interest funded in certificates of indebtedness.....	109,028 23
Interest outstanding due in cash...	3,915 53
	\$2,226,798 08

President.—A. F. RAVENEL.

Directors.—M. K. Jesup, L. D. Mowry, J. M. Carson, Z. B. Oakes, J. R. Dukes, S. S. Solomons.

Superintendent.—S. S. SOLOMONS.

Secretary.—C. WILLIMAN.

#### Statistics of Commerce and Navigation.

From the official synopsis of the Report of the Bureau of Statistics we learn that the imports into the United States for the year ended June 30, 1871, amounted to \$541,493,708; domestic exports (specie values) for the same period, \$513,044,273; foreign exports, \$28,459,899. For the twelve months ended June 30, 1872, the imports amounted to \$640,337,540; domestic exports, \$501,164,971; foreign exports, \$22,769,749. In 1871 the imports consisted of \$519,593,684 worth of merchandise and \$21,900,024 in specie and bullion. The domestic exports for the same period were—merchandise, \$428,539,017; specie, \$84,505,256; foreign exports—merchandise, \$14,421,270; specie, \$14,038,629. In 1872, the imports were: Merchandise, \$626,593,654; specie, \$13,743,886; domestic exports—merchandise, \$428,266,731; specie, \$72,898,240; foreign exports—merchandise, \$15,690,455; specie, \$7,079,294.

The value of foreign commodities remaining in warehouse June 30, 1872, was \$122,211,266 as compared with \$68,324,659 June 30, 1871.



Allowing for the difference in the warehouse account, the imports of the fiscal year of 1872 are in excess of the domestic and foreign exports, combined to the amount of \$53,886,000, while for the fiscal year 1871 the exports exceeded the imports by \$11,393,818.

The respective amounts of our foreign commerce carried in American and foreign vessels, and in cars and other land vehicles, were:

FISCAL YEAR ENDED JUNE 30, 1871.

	Imports.	Domestic ex-ports (mixed values.)	Foreign exports.
Vessels.			
American...	\$163,285,710	\$180,624,658	\$9,503,804
Foreign...	363,020,044	376,476,609	16,325,326
L'd vehicles	15,187,354	5,417,384	9,380,772

FISCAL YEAR ENDED JUNE 30, 1872.

	Imports.	Domestic ex-ports (mixed values.)	Foreign exports.
Vessels.			
American...	\$177,285,806	\$161,319,869	\$6,722,462
Foreign...	445,417,279	381,620,692	12,311,355
L'd vehicles	17,684,455	6,279,157	3,735,932

It appears from the above, that of our total foreign trade in 1872, carried in vessels, about 71 per cent. was in foreign vessels, while, in 1871 it was but little over 68 per cent.

The number and tonnage of vessels engaged in the foreign trade which entered into and cleared from the United States during the fiscal year ended June 30, 1871, were as follows:

	Entered.		Cleared.	
Vessels.	No.	Tons.	No.	Tons.
American...	10,715	3,742,740	10,573	3,746,945
Foreign....	19,406	6,266,444	19,288	6,151,537

Total... 30,121 10,009,184 29,861 9,898,482

FISCAL YEAR ENDED JUNE 30, 1872.

	Entered.		Cleared.	
Vessels.	No.	Tons.	No.	Tons.
American...	10,621	3,711,283	10,488	3,681,824
Foreign...	18,647	7,091,843	18,719	7,048,691

Total... 29,268 10,803,126 29,207 10,730,515

The total number of immigrants arrived in the United States during the year ended June 30, 1872, was 404,806, of whom 240,170 were males, and 164,636 females. They represent 176 occupations, summarized as follows: Professional occupations, 2,442 males and 217 females; skilled occupations, 43,164 males and 1,091 females; miscellaneous occupations, 133,989 males and 10,844 females; occupations not specified, 2,919 males and 7,126 females; without occupation (mainly women and children) 58,566 males and 145,358 females.

These immigrants come from about one hundred different countries, of which the following are the principal: From England, 69,764; Ireland, 68,732; Scotland, 13,916; Germany, 141,109.

#### Richmond and Petersburg Railroad.

The annual report of this company for the year ending September 30, 1872, shows that the receipts of the road from all sources for the year amounted to \$160,319 47, and the expenditures \$114,374 15; the receipts being in excess \$12,180 36, and the ordinary expenses \$10,512 less than the previous year. In addition to the amount mentioned there has been paid out for interest on bonded debt \$25,345 55, and for discounts \$1,482 02—making the whole expenditure for the year \$141,201 72. A comparative statement of the operations of the company for the years 1871 and 1872 shows a gain of \$18,804 30

in favor of the year 1871. Mr. Thos. H. Wynne continues to be president of the company.

#### Wilmington and Weldon Railroad Lease.

At a meeting of the stockholders of the Wilmington and Weldon Railroad Company, in Wilmington, North Carolina, on the 20th ult., the lease of the Wilmington and Weldon Road to the Wilmington, Columbia and Augusta Railroad Company was ratified by the stockholders of the first named company under the following resolution, offered by B. F. Newcomer, and adopted by a stock vote of 10,655 for, to 125 against, to wit:

WHEREAS, At a meeting of the Board of Directors of this company, held on the 24th day of May, 1872, the preamble and resolution following was adopted, that is say:

WHEREAS, It is deemed that the interests of the stockholders of this company would be greatly promoted by effecting a lease of the road and its equipment and property to the Wilmington, Columbia and Augusta Railroad Company; therefore be it

Resolved, That a committee be appointed by the President to confer with the President and Directors of the W., C. & A. R. R. Company, or a committee of the same, to agree upon a lease of all the property of the company to said W., C. & A. R. R. Company for a term of ninety-nine years, renewable forever, upon such terms as will provide for the payment of the regular interest on all the bonded debt of this company, and the assumption of all its assets, including stock and interest in the Wilmington Railway Bridge Company, and the payment of all its liabilities other than its funded debt, and the payment to this company of five per cent. on its capital stock for the current year, and the further payment of six per cent. on its capital stock for the next year, and seven per cent. for each succeeding year during the continuance of the lease; said payment to be free or exclusive of all taxes which are now, or may at any time hereafter be imposed by the Government of the United States upon any dividend or income derived by the stockholders from capital stock in this company. Arrangements are also to be made for the lessee to provide for, and keep up the sinking fund according to the requirements of the mortgage now existing on the road, said sinking fund and all increments thereof to belong to the lessee, who is to provide for the payment and retirement of the existing mortgage debts of this company. And the lessee to obligate itself to make a consolidated mortgage bond secured by a proper mortgage on all the property and franchises of the company, to the extent of such sums as may be sufficient for the retirement of the funded debt in such sums and payable at such time after date as the lessee may elect, the same to be delivered to the lessee, who is to agree, in consideration of the delivery of said bonds, to provide for, and take care of, all the funded obligations of this company, now amounting to \$1,620,000, as the same shall mature. Said lease, agreed upon on the part of the President and Directors of both companies, to be subject to the approval and ratification of the stockholders, or a majority of the stock in each company. Provision is also to be made to keep and continue the organization and charter of this company. Ample provision for a betterment clause it also to be made."

AND WHEREAS, In accordance with said resolution, after their conference between duly constituted committees, severally appointed by the respective Boards of Directors of the W., C. & A. R. R. Co. and of this company, an instrument of a lease of the property and franchises of this company, as contemplated and proposed by the said resolutions, has been carefully drawn, and after receiving the diligent scrutiny of the Board of Directors of this company, is recommended for acceptance by the stockholders of this company, and said instrument of lease having been read and considered by this meeting, in which a large ma-

jority in the interests of the stockholders of this company is represented, it is, therefore,

Resolved, That the action of the Board of Directors of this company, in the premises, is hereby approved and ratified, and that the stockholders of this company assent to the lease of the railroad and other property, effects and franchises of this company, to the W., C. & A. R. R. Company, on the terms and conditions set forth in the instrument of lease this day read to the stockholders, and the Board of Directors of this company is hereby instructed to cause said lease to be duly executed and delivered in behalf of this company.

The meeting then adjourned.

At a meeting of the stockholders of the Wilmington, Columbia and Augusta Railroad Company, pursuant to call in the same city and on the same day, in a convention of stockholders representing 2,855 shares, the whole number of the shares being 3,000, the acceptance of the lease was ratified under the following resolution, offered by B. F. Newcomer, which was adopted *unanimously*:

Resolved, That the lease of the W. & W. R. R. Co. to this company, of its railroad and the property, effects and franchise, on the terms and conditions set forth in the instrument of lease this day read to the stockholders, and which has this day been ratified and confirmed by the stockholders of the W. & W. R. R. Co., be, and the same is hereby, assented to and accepted by the stockholders of this company, and the President of this company is hereby instructed to join in the execution of the same in behalf of this company.

The meeting then adjourned.

The action of these respective companies is, in effect, a consolidation of the whole railroad line from Augusta to Weldon under one management. The effects of this consolidation cannot be otherwise than favorable to the interests of Augusta—bringing her in close connection with the ports of Wilmington and Norfolk, and giving her quick and rapid transportation, both for freight and passengers, over a line of nominal grades and remarkably free from curves.

#### Cairo and Fulton Railroad.

Our people have so long looked upon the completion of the Cairo and Fulton railroad as a thing to be accomplished in the distant future, that it is difficult for them to realize the fact that its early completion is now as certain as any event involved in futurity. Work is now progressing on the road south of Little Rock to an extent that warrants the belief that by the middle of next summer we will hear the whistle of the locomotive at this place. We are informed that contracts for grading the entire line from Little Rock to Fulton have been let, and that hands are now at work all along the line from Little Rock to Rockport, and as fast as they can be spared from the work on the other end of the line they are transferred to this, and by the 1st of January all the hands that can be worked to advantage will be employed on the southern end of the line. On Saturday last a number of hands were in this place for the purpose of commencing work from here towards Fulton. An agent of the contractor was also in town, engaging lumber for shanties, and also hiring workmen to put them up. We learn that these hands stated that a large force would soon be at work this side of Rockport, coming this way. This looks like business, and that the early completion of the road is no longer problematical, but a fixed fact.—*Arkadelphia Standard*.

The last rail has been laid of the Burlington, Cedar Rapids, and Minnesota Railroad, on the extension to the Iowa River, (south of Iowa City,) which completes the Muscatine connection. Trains are now running the entire length,

**The Steam Canal Boat "Baxter."**

It would seem at last that the work of the canal horse is done. The problem of steam power as a motor for canal boats has been solved. The State of New York offered a prize of \$100,000 to whoever should invent and construct a steam canal boat which should fulfill certain specified requirements. Many skilful inventors attacked the task, and one has succeeded. The canal boat Baxter has conquered every difficulty and claims the prize. Competent and disinterested judges say that every condition specified has been met, and that the commissioners must yield the Baxter her claim. This boat, which has been in successful operation since the first of October, makes the round trip from Buffalo to New York and return in less than fourteen days, while boats towed in the usual way consume thirty days in doing the same service. Instead of eight trips in the season the Baxter will make sixteen. Nor is this all. The cost of coal, engineer and firemen is less per mile by just one half than the cost of teams and drivers. So the steam canal boat saves at both ends, in time and in cost per mile.

It will thus be seen that the capacity of the Erie canal is more than doubled by the introduction of steam. If it could carry from Buffalo to New York in a single season 48,309,410 bushels of grain, it can be made to carry next year 100,000,000 bushels by merely converting its present tow boats into propellers. What the precise model of the Baxter engine is, what its cost and dimensions, or its susceptibility of being applied to boats already built on the old plan, we are not definitely informed. But inasmuch as all these points were to be considered by the inventor who should gain the \$100,000 prize, it may be presumed that the Baxter is satisfactory in all respects. So there will be a grand rattling and thumping of workmen and boat builders from Buffalo to Albany this winter. Engine builders will be pushed to their utmost to supply machinery for the boats, and when spring shall open the Erie canal will bear upon its busy waters a fleet whose advent will be a revolution in the annals of inland transportation. So everywhere, in street railways and on canals, steam is coming to do the heavy, wearing work, and the long abused horse, beaten and overworked in the vain effort to keep pace with the requirements of modern progress, will be withdrawn from the tow paths and railway to the lighter and more humane duties of every-day life. Steam street cars and canal boats are as certain factors in the logistics of the future as are steamships and locomotives in those of the present.—*Cleveland Leader.*

**Finances of the United States.**

EXTRACT FROM THE ANNUAL REPORT OF THE SECRETARY OF THE TREASURY.

The moneys received and recovered into the Treasury during the fiscal year ended June 30, 1872, were:

From customs.....	\$216,370,286 77
Sales of public lands.....	2,676,714 19
Internal revenue.....	180,642,177 72
Tax on national bank circulation, &c.....	6,523,396 39
Repayment of interest by Pacific Railway companies.....	747,861 87
Customs, fines, &c.....	1,136,442 34
Fees—Consular, patent, land, &c.....	2,284,095 92
Miscellaneous sources.....	4,412,254 71

Total ordinary receipts.....\$364,694,229 91  
Premium on sales of coin.....9,412,637 65

Total net receipts.....\$374,106,867 56  
Balance in Treasury, June 30, 1871, including \$18,228 35 received from "unavailable".....109,935,705 59

Total available cash.....\$484,042,573 15

The net expenditures by warrants during the same period were:

For civil expenses.....	\$16,187,050 20
Foreign intercourse.....	1,839,369 14
Indians.....	7,061,728 82
Pensions.....	28,533,402 76
Military establishment, including fortifications, river and harbor improvements, and arsenals....	35,372,157 20
Naval establishment, including vessels and machinery and improvements at navy-yards....	21,249,809 99
Miscellaneous civil, including public buildings, light-houses, and collecting the revenue.....	42,958,329 08
Interest on the public debt.....	117,367,839 72

Total exclusive of principal and premium on the public debt...\$270,559,695 91  
Premium on bonds purchased...6,968,266 76  
Redemption of the public debt...99,960,253 54

Total.....\$106,918,520 30

Total net disbursements.....\$377,478,216 21  
Balance in Treasury June 30, 1872 106,564,356 94

Total.....\$484,042,573 15

From the foregoing statement it appears that the net reduction of the principal of the debt during the fiscal year ended June 30, 1872, was \$99,960,253 54. The sources of this reduction are as follows:

Net ordinary receipts during the year.....\$364,694,229 91  
Net ordinary expenditures, including interest on the public debt. 270,559,695 91

Leaving a surplus revenue of....\$94,134,534 00

Add amount received from premium on sales of gold in excess of the premium paid on bonds purchased.....2,454,370 89

Add the amount of the reduction of the cash balance at the close of the year, as compared with same at commencement of year 3,371,348 65

Total.....\$99,960,253 54

This statement treats solely of the principal of the public debt by the monthly statement of the public debt, which includes the principal interest due and unpaid, and interest accrued to date not due, and deducts the cash in the Treasury as ascertained on the day of publication: the reduction was \$100,544,491 28. The source of this reduction is as follows:

Reduction in principal account...\$99,960,003 54  
Reduction in unpaid interest account.....3,330,952 96

Total.....\$103,290,956 50  
Reduction in cash on hand.....2,746,465 22

Total.....\$100,544,491 28

A comparison of the reduction in the principal account, as shown by the above tables, discloses a difference of \$250, occasioned by an error recently discovered, and which is fully explained in a note on page six of the appendix to the report. On the basis of the last table, the statements show a reduction of the public debt from March 1, 1869, to the present time as follows:

March 1, 1869, to March 1, 1870. \$87,134,782 84  
March 1, 1870, to March 1, 1871. 117,619,630 25  
March 1, 1871, to March 1, 1872. 94,895,348 94  
March 1, 1872, to Nov. 1, 1872—eight months.....64,047,237 84

Total.....\$363,696,999 87

And a reduction in the annual interest of.....\$24,177,851 00

The receipts during the first quarter of the current fiscal year were:

From customs.....	\$57,729,540 27
Sales of public lands.....	797,324 37
Internal revenue.....	34,169,047 22
Tax on circulation, &c., of national banks.....	3,307,238 69
Repayment of interest by Pacific railways.....	119,068 79
Customs, fines, &c.....	103,787 30
Consular, patent, and other fees..	479,306 08
Proceeds of Government property	336,801 88
Miscellaneous sources.....	1,346,257 47

Net ordinary receipts.....98,388,397 16  
Premium on sales of coin.....2,426,736 91

Total receipts.....\$100,815,134 07

Balance in Treasury June 30, 1872, including \$1,014 48 received from "unavailable".....106,565,371 42

Total available.....\$207,380,506 49

The expenditures during the same period were as follows:

For civil and miscellaneous expenses, including public buildings, light-houses, and collecting the revenues.....\$18,299,891 28

Indians.....3,037,343 88  
Pension.....9,135,389 71

Military establishment, including fortifications, river and harbor improvements, and arsenals....12,876,982 41

Naval establishment, including vessels and machinery and improvements at navy-yards....7,805,146 48

Interest on public debt, including Pacific Railway bonds.....36,196,894 83

Total, exclusive of the principal and premium on public debt...\$86,851,648 54

For premium on purchased bonds 1,702,568 61  
For net redemption of the public debt.....16,932,132 72

Total.....\$18,634,707 25  
Total net expenditures.....105,486,355 79

Balance in the Treasury Sept. 30, 1872.....101,894,149 70

Total.....\$207,380,506 49

For the remaining three-quarters of the current fiscal year it is estimated that the receipts will be:

From customs.....	\$135,000,000
Sales of public lands.....	1,500,000
Internal revenue.....	74,000,000
Tax on national banks.....	3,000,000
Pacific railways.....	500,000
Customs, fines, &c.....	800,000
Consular, patent, and other fees....	1,700,000
Sales of public property.....	600,000
Miscellaneous sources.....	1,400,000

Total.....\$218,500,000

For the same period it is estimated that the expenditures will be:

For civil expenses.....	\$13,000,000
Foreign intercourse.....	900,000
Indians.....	4,000,000
Pensions.....	20,000,000
Military establishment.....	23,000,000
Naval establishment.....	13,500,000
Miscellaneous civil.....	27,800,000
Interest on the public debt.....	71,500,000

Total.....\$173,700,000

This will leave \$44,800,000 surplus revenue applicable to the purchase or redemption of the public debt. The amount required for this purpose under the Sinking Fund law for the year will be about \$29,200,000. It is estimated that the receipts for the fiscal year ending June 30, 1874, will be:



From customs.....	\$200,000,000
Sales of public lands.....	3,000,000
Internal revenue.....	103,000,000
Tax on national banks.....	6,800,000
Pacific railways.....	900,000
Customs, fines, &c.....	1,100,000
Consular, patent, and other fees.....	2,400,000
Sales of public property.....	1,500,000
Miscellaneous sources.....	2,200,500

Total.....\$320,300,000

The foregoing estimates are based upon the amount of revenue collected since the acts of May and June, 1872, went into operation, but the imports have been large, and considerable sums have been obtained by internal revenue officers on account of old taxes and claims, hence it will be wise to leave the source of revenues undisturbed for the present session.

It is estimated that the expenditures for the same period will be:

For civil expenses.....	\$18,000,000
Foreign intercourse.....	1,325,000
Indians.....	5,700,000
Pensions.....	30,500,000
Military establishment, including fortification, river and harbor improvements and arsenals.....	26,000,000
Naval establishment, including vessels and machinery and improvements at navy-yards.....	32,500,000
Miscellaneous civil, including public buildings, light-houses, and collecting the revenues.....	41,500,000
Interest on the public debt.....	98,000,000
Interest on Pacific Railway bonds.....	3,875,000
Sinking fund.....	29,200,000

Total.....\$286,600,000

—leaving the estimated surplus revenue \$33,700,000.

The estimates received from the several executive departments show that the following amounts will be required for the same period:

Legislative.....	\$2,973,274 40
Executive.....	17,129,261 90
Judicial.....	3,587,050 00
Foreign intercourse.....	1,326,754 00
Military.....	32,894,854 84
Naval.....	20,154,220 15
Indians.....	5,700,975 28
Pensions.....	30,500,000 00
Public works.....	29,687,345 69
Postal deficiency.....	6,810,602 00
Postal subsidies.....	1,100,000 00
Miscellaneous.....	9,596,974 52
Permanent.....	16,293,163 49
Interest on public debt.....	98,000,000 09
Interest on Pacific Railway stocks.....	3,877,410 72
Sinking fund.....	29,191,369 28

Total.....\$308,323,256 27

The reduction in taxation since the close of the war is estimated to have been:

In internal revenue—	
By the act of July 13, 1866.....	\$65,000,000
By the act of March 2, 1867.....	40,000,000
By the act of Feb. 3 1868.....	23,000,000
By the acts of March 31, 1868, and July 20, 1868.....	45,000,000
By the act of July 14, 1870.....	55,000,000
By the act of June 6, 1872.....	20,651,000

Total of internal revenue.....\$248,651,000

In Customs—

By the act of July 14, 1870.....	\$29,526,410
By the acts of May 11, 1872, and June 6, 1872.....	31,172,761

Total of Customs.....\$60,699,171

—A total reduction of \$309,350,171.

Since the institution of the sinking fund, in March, 1869, and in accordance with the act of Feb. 25, 1862, there has been purchased on this account up to and including June 30, 1872, \$99,-

397,600, in bonds of the various issues known as five-twenties, at a net cost in currency of \$110,-997,185 89, or an estimated cost in gold, of \$94,-097,243 82. In addition to the purchases for the sinking fund, bonds have been purchased to the amount of \$173,237,950 at a net cost in currency of \$195,008 288 53, or an estimated cost in gold of \$163,376,054 35. The cost of these bonds estimated in gold has varied from 82.21 per 100 to 99.99 per 100, the most recent purchases being at the rate of 98.66 per 100. The average cost in gold of the whole amount of the purchase up to and including the last day of September was 94.64 per 100.

#### Commerce of New York.

The foreign imports at New York for the month of October, 1871 and 1872, are officially stated as follows:

	1871.	1872.
Entered for consumpt'n.....	\$17,423,743	\$15,342,844
Do. for warehousing....	10,315,541	8,446,251
Free goods.....	2,300,611	6,867,654
Specie and bullion.....	605,862	262,946

Total entered at port...\$30,645,757 \$30,919,698  
Withdrawn fr. wareh'use 10,862,097 11,699,337

The foreign imports at New York for the ten months from January 1, were:

	1871.	1872.
Entered for consumpt'n.....	\$182,520,289	\$174,634,901
Do. for warehousing....	121,668,706	156,435,717
Free goods.....	24,884,789	44,866,612
Specie and bullion.....	6,192,628	5,265,429

Total entered at port...\$335,266,412 \$381,202,659  
Withdrawn fr. wareh'ise 109,487,119 139,562,819

The duties received at New York for ten months from January 1, were:

	1871.	1872.
Six months.....	\$73,692,107 93	\$73,822,709 76
In July.....	11,934,967 33	7,251,160 35
In August.....	16,932,839 65	19,335,156 81
In September.....	15,733,891 86	13,274,126 81
In October.....	12,066,671 28	10,655,390 80

Ten months.....\$130,360,468 05\$124,388,544 53

The exports from New York to foreign ports in the month of October, were:

	1871.	1872.
Domestic produce.....	\$21,755,792	\$24,374,195
Foreign free goods.....	15,092	108,660
Do. dutiable.....	585,343	641,894
Specie and bullion.....	2,086,891	4,729,143

Total exports.....\$24,443,118 \$29,853,892  
Do. exclusive of specie. 22,356,227 25,124,749

The exports from New York to foreign ports for ten months from January 1, were:

	1871.	1872.
Domestic produce.....	\$188,170,453	\$182,476,854
Foreign free goods.....	1,011,954	1,256,003
Do. dutiable.....	6,479,259	8,059,904
Specie and bullion.....	59,706,815	63,111,513

Total exports.....\$255,368,481 \$254,904,274  
Do. exclusive of specie. 195,661,966 191,792,761

The Springfield Union says that the track of the Ware River Railroad at Palmer will probably be extended a few rods and be made to connect with the Boston and Albany Railroad, instead of the New London Northern, and that a lease of the Ware river road to the Boston and Albany will speedily be executed.

Work on the Baltimore and Potomac Railroad, south of Marlboro', is being pushed forward, says the Port Tobacco Times, so that at least one train of cars for passengers daily between Pope's Creek and Baltimore will be run about the 10th of December.

## THE INDIANA AND ILLINOIS CENTRAL RAILWAY COMPANY'S First Mortgage 7 per cent. GOLD BONDS.

\$3,500,000.

This is an EAST AND WEST ROAD RUNNING ON THE 40TH PARALLEL FROM INDIANAPOLIS, IND., TO DECATUR, ILL., 152 miles; through the richest agricultural and mineral country of both states; and connecting at termini with the GREAT THROUGH ROUTES to the East and West.

It is the only East and West road in a belt averaging 30 miles wide, and passes through the best part of the rich

### BLOCK COAL FIELD

of Indiana, in which the COMPANY OWNS 2,000 ACRES OF BLOCK COAL LANDS. It owns, also, 90,000 acres of Farming lands.

\$1,400,000 IN CASH HAS BEEN ALREADY EXPENDED ON THIS ROAD, of which 30 miles in Illinois are finished and in operation. Fifty-five miles more, completing the Western Division, Decatur to the Coal Fields, will be completed this fall and the whole road in 1873.

Upwards of TWO MILLIONS OF DOLLARS more are pledged to the enterprise, partly by counties, towns and individuals along the line, but chiefly by wealthy capitalists, among whom are W. H. GUION (of WILLIAMS & GUION), SIDNEY DILLON, JAY COOKE & CO., CLARK, DODGE & CO., J. & W. SELIGMAN, VIBBARD, FOOTE & CO., and PAUL S. FORBES, of New York, BENJ. E. BATES, of Boston, HENRY LEWIS, of Philadelphia, and GEO. M. PULLMAN, of Chicago.

Bonds \$1,000 each, payable in 30 years, principal and interest in Gold, free of Government Tax. Sinking Fund 2½ per cent. on Gross Earnings.

For sale at 90 and accrued interest by the Financial Agents of the Co. (of whom pamphlets and information may be obtained.)

**Walker, Andrews & CO.,**  
NO. 14 WALL STREET.

The Philadelphia Ledger of 2d inst., reports the net anthracite coal tonnage for the week ending on the 23d ult., from all sources, at 282,974 tons, and for the year 17,911,277 tons, against 14,270,578 tons to the same date last year, being an increase in the tonnage of anthracite coal of 3,640,699 tons. The production of bituminous coal for the week was 55,355 tons, and for the year 2,323,604 tons, against 2,023,712 tons to the corresponding time last year—an increase of 299,992 tons. The total production of all kinds of coal for the week was 397,963 tons, and for the year 20,244,871 tons, against 16,294,290 tons to corresponding time last year, showing an increase of 3,950,591 tons.

## RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	38,169	51,831	60,029	81,156	96,828	121,702	174,812	181,297	200,650	212,109	128,166	75,871	1,470,668
1868.....	64,463	86,937	81,596	96,481	106,835	164,729	259,690	251,832	262,770	279,422	256,562	242,743	2,300,707
1869.....	212,604	218,982	301,308	485,048	586,270	656,080	632,657	611,854	609,788	596,424	535,366	467,659	5,670,882
1870.....	413,104	394,176	488,582	633,768	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.....	486,499	486,499	614,444	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	634,480	546,487	865,050	951,200	1,221,625	1,222,140	1,175,205	1,285,297	1,332,220	1,375,425	.....	.....	.....
Chicago and Alton:													
1866.....	250,503	275,283	299,063	258,480	322,278	355,270	335,955	409,251	401,283	387,956	307,919	236,824	3,840,092
1867.....	228,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1868.....	243,787	157,832	235,961	282,165	335,510	342,358	364,244	415,982	408,999	426,752	359,102	330,109	3,892,861
1869.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1870.....	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,568
1871.....	251,109	316,087	342,897	348,039	408,686	408,669	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1872.....	535,255	342,369	384,999	388,964	461,290	466,097	633,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	372,316	329,170	378,021	381,644	440,457	435,192	482,987	572,331	496,062	543,518	.....	.....	.....
Chicago and Northwestern:													
1866.....	.....	.....	.....	.....	.....	366,100	251,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1867.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1868.....	541,005	482,164	499,296	585,623	747,942	742,691	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1869.....	622,560	399,917	523,845	537,519	588,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,290,439
1870.....	696,147	674,664	768,398	774,280	895,712	893,658	888,214	1,068,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1871.....	724,890	807,478	850,102	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,841,471
1872.....	892,063	830,287	1,142,166	1,112,106	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,146	845,708	13,555,467
1870.....	706,025	755,782	855,359	929,077	1,177,997	1,139,284	1,034,393	1,227,513	1,289,282	1,306,338	1,037,904	773,491	12,203,408
1871.....	666,428	602,482	774,924	787,641	1,094,101	962,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	774,866	714,122	840,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1866.....	242,205	236,160	242,500	236,435	193,950	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1867.....	204,112	180,840	229,622	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,966
1868.....	203,099	226,897	244,182	248,406	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1869.....	270,264	275,751	315,149	295,400	281,491	288,775	314,350	360,769	374,071	338,723	304,625	217,773	3,765,343
1872.....	327,538	315,628	354,706	366,900	378,493	.....	219,039	404,286	.....	428,598	.....	.....	.....
Illinois Central:													
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865.....	571,536	528,972	616,665	616,608	606,673	617,682	573,403	747,469	739,736	641,589	643,887	618,088	7,181,208
1866.....	603,053	508,298	505,465	411,605	569,250	567,679	490,626	578,253	571,345	661,971	588,219	504,066	6,646,741
1867.....	647,120	624,871	417,071	440,271	477,027	516,493	525,242	709,327	735,530	823,901	727,810	613,329	7,160,992
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	901,580	885,401	681,041	7,817,629
1869.....	568,158	524,603	709,645	508,282	604,975	778,261	696,228	841,365	979,401	914,406	814,413	696,677	8,823,482
1870.....	628,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,878,958
1871.....	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,011	890,287	753,184	755,336	688,131	8,401,142
1872.....	642,466	527,068	573,175	547,988	636,378	641,410	616,690	763,256	759,967	863,746	.....	.....	.....
Marietta and Cincinnati:													
1866.....	90,411	85,447	84,351	81,181	90,388	103,373	98,048	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.....	84,158	78,976	92,910	92,769	90,526	96,535	106,594	114,716	121,217	132,823	132,387	123,383	1,278,713
1868.....	92,453	81,599	98,488	108,461	95,416	96,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869.....	91,666	91,666	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	109,629	1,390,522
1870.....	90,177	95,275	101,379	106,246	110,213	111,117	111,127	118,407	132,968	153,531	144,023	141,376	1,418,869
1871.....	130,858	126,234	140,749	118,173	119,660	115,115	115,572	157,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	152,577	142,408	150,784	146,558	158,717	154,587	149,550	162,521	191,841	208,977	.....	.....	.....
Michigan Central:													
1866.....	306,324	279,187	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1867.....	282,459	266,796	337,153	343,737	365,196	336,058	324,956	359,646	429,161	403,640	414,604	308,669	4,260,115
1868.....	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,334	330,373	4,371,073
1869.....	345,316	304,315	326,880	309,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	309,671	4,509,261
1870.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1871.....	387,992	329,128	384,431	412,030	409,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,968
1872.....	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872.....	508,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	340,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868.....	360,223	321,203	393,508	466,412	565,718	458,191	423,398	622,682	1,024,045	1,037,464	859,917	468,880	6,517,640
1869.....	454,590	330,406	420,951	460,288	630,844	678,923	656,531	625,547	724,732	1,040,102	801,195	496,560	7,230,069
1870.....	396,171	382,823	377,671	443,132	730,700	755,737	636,434	661,020	808,318	808,313	791,014	529,781	7,420,421
1871.....	396,760	327,431	400,149	453,884	662,368	658,017	431,113	506,557	816,346	841,150	644,625	473,295	6,690,695
1872.....	460,958	387,525	426,192	474,188	580,432	594,901	488,348	565,729	811,991	950,945	.....	.....	.....
Ohio and Mississippi:													
1864.....	210,329	260,466	306,261	289,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865.....	259,223	239,139	313,914	271,527	290,910	304,463	349,286	344,700	350,348	372,618	412,553	284,319	3,793,006
1866.....	267,541	246,109	326,238	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,420	281,613	3,380,583
1867.....	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	368,371	379,367	330,066	272,053	3,459,319
1868.....	211,973	231,351	265,906	252,149	204,620	217,082	194,455	287,557	307,122	323,329	274,637	233,861	2,964,041
1869.....	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,230	292,803	328,044	298,027	264,896	2,915,543
1870.....	195,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871.....	245,982	245,564	344,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
1872.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869.....	194,112	207,302	294,3										



## CITY PASSENGER RAILROAD SHARE AND BOND LIST

## HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and mules.	Carrs.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.	p. c.	Par.	Paid.	Market.	
Sept. 30, '71	7.25	102	16	Albany..... N.Y.	157,800	111,400	40,000		63,640	16,449	10	100	100		
Sept. 30, '71	1.04			Albany st. Freight (B'ton). Mass.	48,709	75,000		155	2,856	657		100	100		
Oct. 31, '71	7.25	12		Allentown..... Pa.	31,452	192,750			10,901	2,985		100	100		
Sept. 30, '71	11.53			Avenue C (N. Y. City)..... N. Y.	513,286	500,000	681,000	163,841	161,424	11,763		100	100		
Sept. 30, '71	22.00	440	56	Bleeck st. & F.F. (N.Y.C.) N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420		100	100		
Sept. 30, '71	4.63			Boston and Chelsea..... Mass.	110,000	110,000			8,800	7,359	6.8	100	100		
Sept. 30, '71	1.25			Boston & West Roxbury..... Mass.	56,133	41,000			2,500	2,348		100	100		
Sept. 30, '71	10.70	276	62	Broadway (Brooklyn)..... N.Y.	309,000	200,000	100,000	9,889	143,794	26,445	9	100	100		
Sept. 30, '71	10.35	775	109	B'dway & 7th Av. (N.Y.C.) N.Y.	3,632,053	2,100,000	1,600,000	13,569	775,190	235,915	3	100	100		
Sept. 30, '71	7.00		28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000		41,166	8,501		100	100		
Sept. 30, '71	72.00	1479	297	Brooklyn City..... N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100		
Sept. 30, '71	15.50	194	42	Brooklyn City & Newtown N.Y.	636,730	400,000	200,000	8,829	164,787	34,200		100	100		
Sept. 30, '71	19.83			B'klyn. City, Hun. P. & P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685		100	100		
Sept. 30, '71	15.20	201	59	Buffalo street..... N.Y.	429,557	377,000	73,000	19,257	183,932	23,518		100	100		
Sept. 30, '71	11.50	92	17	Bushwick (Brooklyn)..... N.Y.	324,012	302,000	52,000	2,018	81,514	8,092		100	100		
Sept. 30, '71	33.51			Cambridge (Boston)..... Mass.	740,904	740,000	150,000		69,091	69,091	13.5	100	100		
Sept. 30, '71	1.74	20	4	Central City (Syracuse)..... N.Y.	29,006	21,130	6,000		19,524	7,475	20.0	100	100		
Sept. 30, '71	46.00	802	142	Cent. P. & N.E.R. (N.Y.C.) N.Y.	1,629,175	1,068,400	626,000	83,746	690,245	13,153		100	100		
Oct. 31, '71	7.25	352	48	Citizens' (Phila.)..... Pa.	212,820	192,750			313,002	94,494	27.7	50	194		
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg)..... Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	60	46		
Sept. 30, '71	14.83	222	21	Coney Island (Brooklyn)..... N.Y.	647,363	500,000	215,000	49,593	160,178	14,667		100	100		
Sept. 30, '71	10.36	884	116	Dock E.B. & B. (N.Y.C.) N.Y.	937,943	1,200,000	700,000		698,241	179,551		100	100		
Sept. 30, '71	11.75	13	16	East New York & Jamaica N.Y.	259,668	175,800	82,700	1,632	26,554	5,460		100	100		
Oct. 31, '71	1.63			Easton and S. Easton..... Pa.	25,962	29,562			9,757	2,658	5	25	25		
Sept. 30, '71	18.00	877	169	Eighth Avenue (N.Y. City) N.Y.	1,500,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100		
Oct. 31, '71	5.25			Elmira and Horseheads..... N.Y.	43,000	22,500		3,200	(Not in opera.)			100	100		
Oct. 31, '71	2.20	20	6	Eric City..... Pa.	36,957	19,807	20,458		14,371	3,268		60	42		
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val. (Pbg.) Pa.	93,000	68,000	25,000		41,167	7,504	25	25	25		
Sept. 30, '71	2.70			Fifth Ward (Syracuse)..... N.Y.	46,799	29,285	10,000	2,800	12,612	1,163		100	100		
Sept. 30, '71	9.63			42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,054,679	745,000	215,000		362,619	97,698	6.5	100	100		
Oct. 31, '71	17.04	386	62	Frankford & Southwark (Ph.) Pa.	830,364	491,750	227,000	80,000	335,599	92,869	6	50	50	58	
Sept. 30, '71	3.25	22	5	Genesee & Water st. (Syr.) N.Y.	59,926	42,500	12,700		13,924	2,226		100	100		
Oct. 31, '71	34.25	380	64	Germantown (Phila.)..... Pa.	662,270	307,545	350,000		363,588	88,100	19.5	50	30		
Oct. 31, '71	5.40	108	28	Girard College (Phila.)..... Pa.	177,497	170,000			21,773	55,992	17.6	50	17		
Sept. 30, '71	9.00	93	16	Gr'd st. & Newtown (B'klyn) N.Y.	304,532	170,000	90,000	20,000	94,498	7,771		100	100		
Sept. 30, '71	8.00			Gr'd St. Prosp. Pk. & Flatb. N.Y.	400,000	200,000	200,000	14,000	(Not in opera.)			100	100		
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.) Pa.	244,441	100,000	150,000		172,637	44,368	26.7	50	15		
Oct. 31, '71	2.14	11	3	Harrisburg City..... Pa.	60,249	41,995	12,864	1,340	6,489	567	25	25	25		
Sept. 30, '71	10.00	120	24	Hart. Br. Morr. & F'dham N.Y.	254,295	125,544	137,000		85,554	27,669		100	100		
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.) Pa.	388,016	299,424	133,100		310,958	105,646	13.5	50	18		
Sept. 30, '71	3.50	31	9	Kingston and Rondout..... N.Y.	80,291	75,000			22,809	5,424	3.7	100	100		
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.) Pa.	170,181	105,000	62,500		95,950	28,513	11.9	25	104		
Sept. 30, '71	4.04	67	17	Lowell Horse..... Mass.	78,904	55,830		4,500	32,185	2,182		100	100		
Sept. 30, '71	11.62	233	35	Lynn and Boston..... Mass.	277,311	200,000	50,000	1,900	177,507	10,218		100	100		
Sept. 30, '71	3.60			Malden and Melrose (B'n) Mass.	60,246	200,000						100	100		
Sept. 30, '71	1.07			Marginal Freight (Boston) Mass.	1,040,556	500,000	500,000	36,328				100	100		
Sept. 30, '71	3.46			Medford & Charlestown (B'n) Mass.	63,000	21,000	4,000		2,400	1,923		100	100		
Sept. 30, '71	6.27	48	15	Merrimac Valley..... Mass.	63,000	50,000			32,262			100	100		
Sept. 30, '71	43.10	958	328	Metropolitan (Boston)..... Mass.	1,708,566	1,250,000		455,566	906,968	153,192	10	100	100		
Sept. 30, '71	15.50	200	48	Middlesex (Boston)..... Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100		
Sept. 30, '71	1.75			Mohawk and Ilion..... N.Y.	15,000	15,000			7,573	3,847	10	100	100		
Sept. 30, '71	12.20	177	53	Ninth Avenue (N. Y. City) N.Y.	1,000,000	797,320	167,000		117,331	6,798		100	100		
Sept. 30, '71	3.20	14	7	Northampton & Wmberg. Mass.	300,000	300,000		5,059	7,887	293		100	100		
Sept. 30, '71	8.00	62	17	North 2d St. & Middle Vil. N.Y.	154,343	133,600		15,550	41,951	5,981		100	100		
Sept. 30, '71	2.74	7		North Woburn (Boston)..... Mass.	32,000	20,800	8,000	2,000	1,920			100	100		
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.) Pa.	121,805	130,000	67,000	5,275	49,098	708	50	50	50		
Dec. 31, '71	11.71	172	33	Orange and Newark..... N.J.	897,022	282,550	546,000	76,700	195,357	37,874		100	100		
Sept. 30, '71	14.40	102	27	Park Avenue (Brooklyn)..... N.Y.	281,283	118,500	188,000		30,051	898		100	100		
Dec. 31, '71	3.81			Peasenger (Cin.)..... O.	100,000	100,000						100	100		
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton) Pa.	138,250	125,500			33,703	8,601	2.5	100	100		
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.) Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	60	15	58	
Oct. 31, '71	6.04			Philadelphia and Darby..... Pa.	257,000	200,000	57,000		(Leased)		4.0	50	29		
Oct. 31, '71	12.87	145	26	Philadelphia & Gray's Ferry Pa.	299,127	200,175	6,500		120,305	30,713	8.9	50	25	32	
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchester Pa.	146,202	140,000	23,000		139,377	34,703	28.5	50	35		
Oct. 31, '71	6.00	107	17	Pittsburg and Birmingham..... Pa.	135,913	100,000	50,000	57,254	84,896	3,636		100	100		
Dec. 31, '71	6.88	92	16	Portland..... Me.	100,300	100,300		600	45,007	12,809		100	100		
Sept. 30, '71	2.50			Poughkeepsie City..... N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.		100	100		
Oct. 31, '71	8.00	58	14	Ridge Av. & Manayunk (Ph.) Pa.	223,615	158,100	63,300	6,000	45,834	36,700		50	15		
Sept. 30, '71	10.00			Rochester and Brighton..... N.Y.	94,153	80,000	20,000		67,140	17,102		100	100		
Sept. 30, '71	7.58	62	32	Salem..... Mass.	203,735	150,000	35,900	3,300	47,854	7,625		100	100		
Oct. 31, '71	3.49			Schuykill River (Phila.)..... Pa.	47,463	50,000			(Leased)		10.0	50	5		
Sept. 30, '71	16.00	693	101	Second Avenue (N.Y. City) N.Y.	2,089,523	888,100	1,163,500		595,984	137,404		50	95		
Oct. 31, '71	38.00	550	85	2d and 3d street (Phila.)..... Pa.	695,223	573,417	109,300		484,034	151,593	15.0	50	30	50	
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.) Pa.	186,402	160,000	15,000	108,220	134,744	7,377	4.0	50	16		
Sept. 30, '71	9.38	671	82	Sixth											



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. ....	103,067,800	J. & J.	July '72 31	Little Miami* ....	50	J.A. J.O.	Oct. '72 2	Warren (N. J.) ....	1,800,000	J. & D.	Dec. '71 31
Allegheny Valley ....	2,263,350	J. & J.	July '71 4	Little Schuylkill* ....	50	J. & J.	July '72 31	Warwick Valley ....	225,000	A. & O.	Apr. '72 24
Atlanta and West Point. ....	1,232,200	J. & J.	July '71 4	Long Island ....	50	M. & S.	Sept. '71 3	West Jersey ....	1,200,000	F. & A.	Aug. '72 4
Atlantic and Gulf ....	3,691,200	J. & J.	July '71 31	Louisv., Cin. and Lex. ....	50	J. & J.	July '69 3	Winchester & Potomac* ....	180,000	J. & J.	July '72 3
Atlantic and St. Law* ....	821,664	J. & J.	July '71 31	Louisville & Nashville. ....	pref.100	F. & A.	Aug. '72 4	Winchester & Strasburg* ....	500,000	J. & J.	July '72 31
Avon, Genesee & Mt. M.* ....	1,494,250	A. & O.	Oct. '72 11	Louisv., N. Alb. & Chi. ....	100	J. & D.	Dec. '70 3	Worcester and Nashua. 76	1,400,555	J. & J.	July '72 31
Baltimore and Ohio. ....	13,151,962	M. & N.	Nov. '72 5	Lowell and Lawrence ....	100	A. & O.	Oct. '72 3	HORSE-POWER R. R.			
Washington Br. ....	1,050,000	A. & O.	Oct. '72 5	Lykens Valley ....	20	F.M.A.N.	Aug. '72 24	Albany City ....	110,390	— & —	—
Parkersburg Br. pref. ....	5,680,685	J.A. J.O.	Oct. '72 0	Macon and Western ....	100	J. & D.	Dec. '71 5	Baltimore City ....	803,000	F. & A.	Aug. '72 1
Berkshire* ....	600,000	J.A. J.O.	Oct. '72 0	Maine Central ....	100	M. & N.	Nov. '72 5	Bleecker St. & Fy. (N.Y.) ....	900,000	— & —	—
Blossburg & Corning* ....	260,000	J. & D.	Nov. '72 24	Manchester and Low. ....	100	M. & N.	Nov. '72 5	Boston and Chelsea ....	110,000	A. & O.	Oct. '72 4
Boston and Albany ....	19,641,100	M. & N.	Nov. '72 5	Marietta & Cincinnati* ....	50	— & —	—	Broadway (Brooklyn) ....	200,000	J.A. J.O.	July '72 3
Bos., Cin. & Fitch. pref. ....	633,200	— & —	—	Massachusetts pref. ....	100	M. & S.	Sept. '66 3a	Broadw. & 7th Av. (N.Y.) ....	2,100,000	J. & D.	Jun. '70
Agricultural Br. guar. ....	60,000	J. & D.	Dec. '72 3	Massachusetts pref. ....	100	M. & S.	Sept. '66 3a	Brooklyn City ....	1,500,000	F.M.A.N.	Nov. '71
Bost., Gene. & Mont. pref. ....	800,000	M. & N.	Nov. '72 3	Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3	Brooklyn City & Newt. ....	600,000	J. & J.	July '70
Boston and Lowell ....	2,215,000	J. & J.	July '72 4	Michigan Central ....	14,665,848	J. & J.	July '72 5	Brooklyn and Jamaica ....	488,100	— & —	—
Boston and Maine ....	5,000,000	M. & N.	Nov. '72 5	Mill Creek & Minehill* 60	323,375	J. & J.	July '72 5	Bushwick (Brooklyn) ....	300,000	J. & J.	July '71 31
Boston and Providence ....	8,950,000	M. & N.	Nov. '72 5	Milwaukee and St. Paul. ....	11,822,875	J. & J.	Dec. '70 7a	Cambridge ....	727,800	A. & O.	Oct. '72 4
Buffalo, N. Y. and Erie* ....	960,000	J. & D.	June '72 31	— pref. ....	10,825,103	F. & A.	Aug. '72 31	Can. Park, N. & E. Riv. ....	1,068,400	A. & O.	Oct. '67 24
Burlington and Mo. Riv. ....	1,380,000	J. & J.	July '72 4	M. Hill & Schuyl. Hav. ....	50	J. & J.	July '72 31	Citizens' (Phg.) ....	500,000	J. & J.	July '72 7
— pref. ....	1,083,400	J. & J.	July '72 4	Morris and Essex* ....	50	J. & D.	June '72 31	Citizens' (Phg.) ....	200,000	M. & N.	Nov. '71 7
Camden and Amboy* ....	5,847,900	J.A. J.O.	Oct. '72 24	Nashua and Lowell ....	100	M. & N.	Nov. '72 5	Coney Island & Brookl. ....	500,000	— & —	—
Camden and Atlantic ....	377,100	— & —	—	Naugatuck ....	1,864,400	F. & A.	Feb. '71 5	D. Dock, E. B'dw. & Bat. ....	1,200,000	F.M.A.N.	Aug. '72 2
— pref. ....	752,700	— & —	—	Nesquehoning Valley ....	1,000,000	M. & S.	Sept. '72 5	Elizabethtown and Newark ....	200,000	— & —	—
Cape Cod ....	915,577	J. & J.	Jan. '72 31	Newark and N. York* ....	977,400	J. & J.	Jan. '72 31	42nd St. & G. St. Ferry ....	748,000	M. & N.	Nov. '71 5
Cape May and Millville* ....	447,000	J. & D.	Dec. '72 3	N. Bedford & Taunton. ....	500,000	M. & N.	Nov. '72 5	Frankl. & Southw. (Ph) 60	491,750	J. & J.	July '72 4
Catawissa & Fogelsv. ....	426,900	Novemb.	Nov. '71 6	N. Castle & Beaver Val. ....	1,800,000	J. & J.	Aug. '69 12a	Germantown (Ph) ....	1,000,000	J. & J.	July '72 3
Catawissa* ....	1,119,600	— & —	—	N. Haven & Northamp. ....	605,000	J.A. J.O.	Sept. '72 3	Girard College (Ph) ....	500,000	J. & J.	July '71 3
— pref. ....	2,200,000	M. & N.	May '72 31	New Jersey* ....	7,295,200	J.A. J.O.	Oct. '72 24	Grand St. and Newton ....	170,000	J. & J.	July '72 4
Cayuga and Susq. ....	689,110	J. & J.	July '72 4	New London Northern* ....	1,093,500	J. & J.	Jan. '72 4	Green & Coates St. (Ph) 50	500,000	J. & J.	July '72 4
Cedar Rapids & Mo. R.* ....	6,860,400	M. & N.	Nov. '72 11	N.Y. Cen. & Hudson R. ....	45,000,000	A. & O.	Oct. '72 4	Heston, Mantau & Fairm. ....	2,050,000	J. & J.	July '72 1
— pref. ....	769,800	M. & N.	May '72 31	— Certif. ....	44,428,330	A. & O.	Oct. '72 4	Lomb. & South Sts. (Ph) 25	105,000	A. & O.	Oct. '71 6
Central of Georgia ....	4,666,800	J. & D.	June '72 5	New York and Harlem ....	8,500,000	J. & J.	July '72 4	Lynn and Boston ....	200,000	— & —	—
Central of New Jersey ....	15,000,000	J.A. J.O.	Oct. '72 24	— pref. ....	1,500,000	J. & J.	July '72 4	Malden and Melrose ....	200,000	— & —	—
Central Ohio* ....	2,425,000	J. & D.	June '72 3	N. York & New Haven ....	9,000,000	J. & J.	July '72 5	Metropolitan (Boston) ....	1,250,000	J. & J.	July '72 5
— pref. ....	400,000	J. & D.	June '72 3	N. Y. Provid. & Boston ....	2,000,000	J.A. O.J.	Oct. '72 24	Middlesex (Boston) ....	400,000	A. & O.	Oct. '72 3
Chemung* ....	380,000	J.A. J.O.	Oct. '72 11	Nig. Bridge & Canand* ....	1,000,000	J. & J.	July '72 3	Ninth Avenue (N. Y.) ....	197,320	— & —	—
Cheshire, preferred ....	2,100,000	J. & J.	July '72 2	North Carolina* ....	4,000,000	irregular.	July '72 3	Orange and Newark ....	282,555	— & —	—
Chicago and Alton ....	8,225,500	M. & S.	Sept. '72 5	N. Eastern (N. O.) pref. ....	111,000	M. & N.	May '67 4	Philadelphia City ....	750,000	J. & J.	July '71 3
— pref. ....	9,432,400	M. & S.	Sept. '72 5	North Pennsylvania ....	3,150,150	January.	Jan. '72 5a	Philadelphia and Darby ....	200,000	J. & J.	July '71 2
Chicago, Burl. & Quincy ....	20,000,000	M. & S.	Sept. '72 5	Northern Central ....	5,000,000	M. & N.	Nov. '72 3	Phila. and Grey's Ferry ....	284,775	J. & J.	July '72 24
Chicago, Iowa & Nebras* ....	3,916,300	M. & J.	July '72 4	Northern N. Hampsh. ....	3,068,400	J. & D.	Dec. '72 4	Pbg. Alleg. & Manchester ....	200,000	M. & N.	Nov. '69 8
Chicago & N. Western ....	14,720,959	J. & D.	June '71 4	Northern New Jersey* ....	1,000,000	J. & J.	Jan. '72 4	Second Avenue (N. Y.) ....	888,100	J.A. J.O.	Oct. '72 2
— pref. ....	20,415,013	J. & D.	June '72 31	Norwich & Worcester* ....	2,384,400	J. & J.	July '72 5	Second & Third St. (Ph) 50	962,100	J. & J.	July '72 5
Chicago, R. I. & Pacific ....	19,000,000	A. & O.	Oct. '72 4	Ogden & L. Champ. ....	3,051,800	J. & J.	July '72 31	17th & 19th streets (Ph) 50	500,000	J. & J.	July '71 2
Cin., Ham. & Dayton* ....	3,500,000	A. & O.	Oct. '72 4	— pref. ....	2,000,000	A. & O.	Oct. '72 4	Sixth Avenue (N. Y.) ....	750,000	M. & N.	May '71 5
Cin., Sand. and Cleve* ....	2,980,550	— & —	—	Ohio and Mississippi ....	19,995,847	— & —	—	Third Avenue (N. Y.) ....	1,170,000	F.M.A.N.	Aug. '71 4
— pref. ....	429,440	M. & N.	Nov. '72 3	— pref. ....	4,024,474	J. & D.	June '72 31	13th & 15th street (Ph) 50	1,000,000	J. & J.	Aug. '72 14
Clev., Col., Cin. & Ind. ....	3,944,000	F. & A.	Aug. '72 31	Oil Cr. & Allegheny R. ....	4,259,450	J.A. J.O.	July '72 31	Somerville (Boston) ....	75,000	M. & N.	Nov. '72 3
Cleveland & Mahoning* ....	2,067,589	M. & N.	May '72 31	Old Colony & Newport. ....	4,959,020	J. & J.	July '72 31	South Boston ....	400,000	J.A. J.O.	Oct. '72 24
Cleveland & Pittsburg* ....	7,494,588	F.M.A.N.	Aug. '72 24	Oswego and Syracuse* ....	482,400	F. & A.	Feb. '72 4	Union (Boston) ....	200,000	— & —	—
Col., Chic. & Ind. Cen.* ....	13,000,000	J.A. J.O.	July '72 24	Pacific of Missouri ....	3,635,750	— & —	—	Union (Phila.) ....	500,000	J. & J.	Jan. '72 5
Columbus and Xenia* ....	1,788,800	M.J.S.D.	June '72 2	Panama ....	7,000,000	J.A. J.O.	Oct. '72 3	West Philadelphia ....	400,000	J. & J.	July '72 8
Colum. & Hocking Val. ....	848,964	F. & A.	Aug. '72 5	Paterson and Hudson* ....	630,000	J. & J.	July '72 4	CANALS.			
Concord ....	1,500,000	M. & N.	Nov. '72 5	Paterson and Newark* ....	500,000	J. & J.	July '72 2	Chesapeake & Delaware 50	1,983,563	J. & D.	June '72 3
Concord and Ports* ....	850,000	J. & J.	July '72 31	Paterson and Ramapo* ....	245,000	J. & J.	Jan. '71 3	Chesapeake and Ohio ....	8,229,594	— & —	—
Conn. & Passaic R. Riv. I 0	2,084,200	F. & A.	Aug. '72 3	Pemb. & Hightstown* ....	342,150	M. & N.	Nov. '72 5	Delaware Division ....	5,633,350	F. & A.	Aug. '72 4
Connecticut Riv. ....	1,700,000	J. & J.	July '72 5	Pennsylvania ....	39,500,000	M. & N.	Aug. '72 4	Delaware and Hudson ....	15,000,000	F. & A.	Aug. '72 5
Cooperstown and Susq. ....	307,283	— & —	—	Peoria & Bureau Val. ....	1,200,000	F. & A.	Aug. '72 4	Delaware and Harlan* ....	5,847,400	J.A. J.O.	Oct. '72 24
Cumberland Valley ....	1,325,000	A. & O.	Oct. '72 4	Philadelphia and Erie* ....	500,000	J. & J.	Jan. '72 4	Erie of Pennsylvania ....	64,000	— & —	—
Danbury and Newwale. ....	400,000	M.J.S.D.	Dec. '71 4	— pref. ....	2,400,000	M.J.S.D.	Dec. '72 3	Lehigh Coal & Navigat. ....	8,739,800	M. & N.	May '67 3
Delaware* ....	1,230,941	J. & J.	July '72 3	Phil. Ger. & Norristown* 5	1,626,250	M.J.S.D.	Dec. '72 3	Monongahela Navigat. ....	1,003,500	J. & J.	July '71 5
Del., Lackaw. & Westn. ....	18,808,850	J.A. J.O.	Oct. '72 0	Philadelphia & Reading ....	30,401,600	J. & J.	July '72 5	Monongahela Navigat. ....	1,025,000	F. & A.	Aug. '72 2
Detroit & Milwaukee* ....	452,350	— & —	—	Phila. and Trenton* ....	1,259,100	J.A. J.O.	Oct. '72 24	Morris (consolidated) ....	1,175,000	F. & A.	Aug. '72 5
— pref. ....	2,095,000	J. & J.	Dec. '69 7	Phila. W. & Balt. ....	9,562,560	J. & J.	July '72 4	— (preferred) ....	50	— & —	—
Dubuque & Sioux City* ....	5,000,000	J. & J.	Oct. '72 3	Pittab., Ft. W. & Chi.* ....	19,714,285	J.A. J.O.	Oct. '72 11	Pennsylvania ....	50,337,950	— & —	—
East Pennsylvania* ....	1,309,200	J. & J.	July '72 4	— Special Imp. ....	2,000,000	J.A. J.O.	Oct. '72 11	Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb. '72 50c
East Mahanoy* ....	392,950	J. & J.	Jan. '72 3	Pittsfield & N. Adams. ....	410,000	J. & J.	July '72 3	— (pref.) ....	50	F. & A.	Feb. '72 50c
Eastern (Mass.) ....	4,062,600	J. & J.	July '71 4	Portland and Kennebec. ....	616,700	J. & J.	Jan. '72 3	Susq. and Tide Water. ....	2,002,748	— & —	—
Eastern (N. H.) ....	492,500	J. & J.	July '71 4	Yarmouth certificates. ....	202,400	A. & O.	Apr. '72 3	Union ....	50	— & —	—
Kimira, Jef. & Canand* ....	600,000	F. & A.	Aug. '72 24	Portl. Saco & Portsm. ....	1,500,000	J. & J.	July '72 5	— preferred ....	50	— & —	—
Kimira & Williamsport* 50	500,000	M. & N.	Nov. '72 24	Providence & Worcester. ....	2,000,000	J. & J.	July '72 5	W. Branch and Susq. ....	1,100,000	J. & J.	Jan. '85 -
— pref. ....	500,000	J. & J.	July '72 31	Raleigh and Gaston ....	1,500,000	J. & J.	July '71 6	MISCELLANEOUS.			
Erie Railway ....	78,000,000	F. & A.	Feb. '66 4	Rensselaer & Saratoga* ....	6,000,000	J. & J.	July '72 31	Adams Express ....	10,000,000	M.J.S.D.	Dec. '72 2
— pref. ....	8,639,910	J. & J.	July '72 31	Roch. & Genesee Val.* 110	557,500	— & —	—	American Coal ....	25	M. & S.	Mar. '72 3
Erie and Pittsburg* ....	1,090,250	M.J.S.D.	Sept. '72 11	Rome, Watert. and Ogd. ....	2,997,800	J. & J.	July '72 4	Am. Merch. Union Exp. ....	18,000,000	J. & J.	Jan. '73 3
Fitchburg ....	3,540,000	J. & J.	July '72 4	Rutland* ....	2,700,000	— & —	—	Ashburton Coal ....	50	J. & D.	Aug. '68 4
Georgia ....	4,165,000	J. & J.	July '72 4	— preferred ....	4,300,000	F. & A.	Aug. '72 31a	Atlantic Mail Steamship ....	4,000,000	M.J.S.D.	Dec. '67 24
Grand River Val. guar. ....	1,000,000	— & —	—	St. Croix and Penobscot. ....	2,300,000	J. & J.	July '71 2	Brunswick City ....	1,000,000	— & —	—
Grand Trunk, (Ca.) ....	14,367,946	— & —	—	— pref. ....	2,040,000	May.	May '68 7	Butler Coal ....	25	J. & D.	Dec. '69 85c
Great Western, (Ca.) ....	19,237,404	A. & O.	Oct. '72 31	Saratoga and Schenec.* 100	300,000	A. & O.	Oct. '72 31	Canton ....	731,250	J. & D.	Dec. '71 4
Manitoba & St. Joseph. ....	4,151,700	F. & A.	Aug. '70 31	Schuylkill Valley* ....	576,050	J. & J.	July '72 24	Consolidation (Md.) Coal. ....	10,250,000	J. & D.	Dec. '71 4
— pref. ....	5,078,224	M. & N.	May '72 5	Seaboard and Roanoke. ....	1,151,400	M. & N.	Nov. '70	Cumberland Coal & Iron. ....	500,000	— & —	—
Hanover Branch, (Ca.) ....	116,850	M. & N.	May '72 5	Shamokin V. & Pottav.* 50	889,450	F. & A.	Aug. '72 3	Maryland Coal ....	4,400,000	J. & D.	Dec. '70 3
Harlem Extension ....	4,000,000	— & —	—	Shore Line* ....	995,500	J.					



## NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Market Price.
<b>National Securities Dec. 1, 1872.</b>											
Loan of June 14, 1855.....registered	\$6,045,000	5	Jan. & July.	1874	109	Massachusetts—(\$30,712,882):					
.. coupon	13,955,000	5	"	1874	110	.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	...
Loan of February 5, 1861.....registered	13,741,000	5	Jan. & July.	1880	113	.. State (public works) scrip.....	364,000	5	June & Dec.	'72-'77	...
.. coupon	4,674,000	5	"	1880	117	.. Union Fund Loan, 1861.....	2,800,000	5	Jan. & July.	'72-'76	109
Oregon War Bonds of March 2, 1861.....coupon	945,000	5	Jan. & July.	1881	109	.. Union Fund Loan, 1862.....	600,000	5	"	'77-'78	...
Loan of July 17, and Aug. 5, 1861.....registered	125,433,000	5	Jan. & July.	1881	113	.. Coast Defense Loan, 1863.....	888,000	5	"	1883	94
.. coupon	63,888,250	5	"	1881	117	.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	95
Loan of Feb. 25, 1862 (5-20s).....registered	32,183,200	5	May & Nov.	1882	112	.. Bounty Loan, 1864, £828,600 stg.....	4,000,744	5	"	1894	...
.. coupon	235,784,150	5	"	1882	112	.. War Loan (5-20) cur. 1866.....	2,551,500	5	Mar. & Sept.	1886	...
Loan of March 3, 1863.....registered	53,459,850	5	Jan. & July.	1881	113	.. R. R. & Hoosac T. bonds, £1,448,700 stg.....	7,175,451	5	April & Oct.	'83-'93	...
.. coupon	21,540,150	5	"	1881	117	.. R. R. & Hoosac Tunnel bonds, dollar.....	1,166,500	5	"	'90-'96	...
Loan of March 3, 1864 (5-20s).....registered	2,298,000	5	May & Nov.	1884	112	.. Loan (B. H. & Erie R. R.) £743,600 stg.....	3,599,024	5	Jan. & July.	1900	...
Loan of June 30, 1864 (5-20s).....registered	33,086,450	5	May & Nov.	1884	112	Michigan—(\$2,332,298):					
.. coupon	36,227,650	5	"	1884	113	.. Canal Bonds, 1869.....	81,000	5	Jan. & July.	1879	...
Loan of March 3, 1865 (5-20s).....registered	119,802,900	5	May & Nov.	1885	111	.. \$2,000,000 Loan Bonds, 1863.....	445,000	5	"	1873	...
.. coupon	58,615,750	5	"	1885	112	.. \$2,000,000 Loan Bonds, 1863.....	431,000	5	"	1878	...
.. 2d series (5-20s).....registered	151,601,950	5	Jan. & July.	1885	115	.. \$2,000,000 Loan Bonds, 1863.....	718,000	5	"	1883	...
.. coupon	90,926,850	5	"	1885	115	.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	...
.. 3d series (5-20s).....registered	225,605,400	5	Jan. & July.	1887	112	.. Bounty (War) Bonds, 1866.....	100,000	5	Jan. & July.	1878	...
.. coupon	24,831,950	5	"	1887	116	Minnesota—(\$350,000):					
.. 4th series (5-20s).....registered	139,496,150	5	Jan. & July.	1888	113	.. Sioux War Bonds, 1862.....	100,000	7	May & Nov.	1872	...
.. coupon	55,071,150	5	"	1888	115	.. State Building Bonds, 1867-'68 and '69.....	250,000	7	Jan. & July.	'77-'79	...
Loan of March 3, 1864, (10-40s).....registered	127,737,800	5	Mar. & Sept.	1904	108	.. Railroad Bonds (suspended) 1858.....	2,275,000	...	June & Dec.	1883	...
Consols of July 14, '70 & Jan. 20, '71.....registered	127,737,800	5	F. M. A. & N.	1881	110	Missouri—(\$17,669,000):					
Consols .. .. coupon	72,262,200	5	"	1881	111	.. State Bonds, proper, 1865-'68.....	439,000	5	Jan. & July.	'82-'90	95
Consols .. .. coupon	401,852,333	5	F. M. A. & N.	1886	...	.. Railroad Loans Bonds, 1854-'66.....	1,589,000	5	"	'87-'88	...
Dem. Cer. of Mar. 2, '67, and July 25, '68, (cur.)	4,030,000	5	"	1886	...	.. S. W. Br. of Pacific R. R. bonds, guar.....	14,496,000	7	"	'74-'90	97
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	5	F. M. A. & N.	1901	...	.. State Bonds, funding, 1867-'68.....	2,727,000	5	"	'70-'91	...
Certificates of Indebtedness 1870.....(cur.)	678,000	5	"	1901	...	Nevada—(\$600,000):					
Pacific R. R. Bonds.....(currency)	64,623,512	5	"	1901	...	.. State Bonds, for floating debt.....	600,000	10	Mar. & Sept.	'72-'87	...
U. S. Notes and Fractional Currency.....	401,852,333	5	"	1901	...	New Hampshire—(\$2,405,400):					
<b>State Securities, latest dates.</b>											
Alabama—(\$15,42,000):						.. War Loan Bonds, July 1, 1861.....	812,000	5	Jan. & July.	'71-'78	...
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	...	.. War Loan Bonds, July 1, 1864.....	600,000	5	Mar. & Sept.	'84-'89	97
.. Bonds (new), 1866, '68 and '72.....	2,386,000	5	Jan. & July.	'86-'92	85	.. War Loan Bonds, Oct. 1, 1866.....	750,000	5	April & Oct.	'72-'74	...
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	5	"	'90-'91	80	New Jersey—(\$2,806,200):					
.. Railroad Bonds endorsed, 1870 and '71.....	13,600,000	5	"	'90-'91	80	.. War Loan Bonds, 1861, tax free.....	1,200,000	5	Jan. & July.	'73-'84	...
Arkansas—(\$0,400,000):						.. War Loan Bonds, 1863, tax free.....	1,002,000	5	"	'86-'96	...
.. Funded Bonds, 1869 and 70.....	2,550,000	5	Jan. & July.	'99-'00	...	.. War Loan Bonds, 1864, tax free.....	584,400	5	"	'97-'02	...
.. Levee Bonds, 1871.....	2,185,000	5	"	1901	...	New York—(\$38,121,600):					
.. Deficiency Bonds, 1872.....	300,000	5	"	1882	...	.. General Fund Stock.....	900,000	5	J. A. J. & O.	1876	...
.. Railroad Aid Bonds, 1869 '70 and '71.....	5,465,000	5	April & Oct.	'89-'91	...	.. General Fund Stock.....	800,000	5	"	1878	...
California—(\$3,31,500):						.. General Fund Stock.....	348,107	5	"	pleas.	...
.. Civil Bonds 1857 and '60.....	2,108,000	5	Jan. & July.	'77-'80	...	.. General Fund Stock.....	1,189,780	5	"	pleas.	...
.. Bounty and Relief Bonds, 1863 and '64.....	954,500	5	"	'83-'85	...	.. Canal Stock.....	1,105,420	5	"	1874	...
.. State Capital Bonds, 1871.....	250,000	5	"	1891	...	.. Canal Stock.....	7,408,000	5	"	'72-'73	...
Connecticut—(\$5,767,300):						.. Canal Stock.....	2,572,000	5	"	'74-'76	106
.. War Loan, July 1, 1861, (10-20s).....	706,700	5	Jan. & July.	'83-'84	93	.. Bounty Loan Bonds, 1867, registered.....	20,875,000	7	Jan. & July.	1877	107
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	5	April & Oct.	1874	...	.. Bounty Loan Bonds, 1867, coupon.....	1,372,000	...	"	1877	106
.. War Loan, Oct. 1, 1861 (10-30s).....	935,500	5	"	1885	...	North Carolina—(\$29,900,045):					
.. War Loan, Oct. 1, 1865 (20s) tax free.....	1,741,100	5	April & Oct.	1888	...	.. State (old) Bonds 1848 to 1860.....	4,738,000	5	Jan. & July.	'72-'92	34
Florida—(\$0,728,865):						.. State (old) Bonds 1848 to 1860.....	3,639,000	5	April & Oct.	'72-'92	...
.. Convention Bonds 1868.....	30,000	5	Various.	'98-'99	...	.. State (new) Bonds, 1867 to 1870.....	3,009,045	5	Jan. & July.	'92-'98	20
.. Bonds, 1868-'69.....	191,000	5	Various.	1901	...	.. State (new) Bonds, 1867 to 1870.....	1,859,000	5	April & Oct.	'92-'98	...
.. Bonds, 1871.....	210,000	5	Various.	1900	...	.. Funding (Debt) Bonds, 1866.....	2,417,400	5	Jan. & July.	1900	28
.. Loan to Jack, Penna., & Mob. R.R., 1870.....	4,000,000	5	Jan. & July.	1900	...	.. Funding (Interest) Bonds 1868.....	1,821,400	5	April & Oct.	1878	27
Georgia—(\$10,494,500):						.. Special Tax Bonds.....	11,407,000	5	"	'98-'99	14
.. Bonds for W. & Atl. R.R. 1842 '43, '44 & '48.....	866,000	5	Various.	72-'74	...	Ohio—(\$9,022,721):					
.. Bonds for W. & Atl. R. R. 1842 and 1848.....	276,500	5	Various.	72-'74	88	.. Loan of 1860 Bonds, skg f.d.....	882,894	5	Jan. & July.	1870	...
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61.....	600,000	5	Feb. & Aug.	'78-'81	...	.. Loan of 1860 Bonds, skg f.d.....	1,600,000	5	"	1875	...
.. Bonds for Atl. & Gulf R. R., 1866.....	200,000	5	"	'81-'86	...	.. Loan of 1860 Bonds, skg f.d.....	1,495,309	5	"	1881	...
.. Bonds of Act of March 12, 1866.....	3,900,000	5	Jan. & July.	1886	...	.. Loan of 1866 Bonds, skg f.d.....	2,400,000	5	"	1886	...
.. Bonds of Act of Sept. and Oct. 1870.....	4,880,000	5	Various.	1890	...	Oregon—(\$290,527):					
.. Railroad endorsements, to July 1872.....	12,000,000	5	Various.	'90-'92	...	.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	...
Illinois—(\$2,133,634):						.. Willamette Canal & Lock Bonds of 1870.....	200,000	7	"	1880	...
.. Interest Bonds, inscribed stock, 1847.....	971,834	5	Jan. & July.	1878	...	Pennsylvania—(\$2,127,966):					
.. Refunded Stock Bonds, 1859.....	348,000	5	"	'77-'78	...	.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	...
.. Thornton Loan Bonds, 1861.....	102,000	5	"	1880	...	.. Loan of Feb. 1867 (5-10s).....	3,786,550	5	"	'72-'77	101
.. War Loan Bonds, 1861.....	417,000	5	"	1880	...	.. Loan of Feb. 1867 (5-10s).....	90,400	5	"	'77-'82	100
.. Chicago Relief Bonds, 1871.....	250,000	5	May & Nov.	1881	...	.. Loan of Feb. 1867 (10-15s).....	7,890,500	5	"	'77-'82	100
Kansas—(\$1,336,675):						.. Loan of Feb. 1867 (15-25s).....	723,950	5	"	'82-'92	108
.. State Bonds (various) 1863 to 1864.....	110,675	5	Jan. & July.	'83-'84	...	.. Loan of Feb. 1867 (15-25s).....	9,271,850	5	"	'82-'92	108
.. State Bonds (various) 1861 to 1869.....	1,226,000	5	"	'76-'80	...	.. Inclined Plane Loan, of April 1849.....	400,000	5	April & Oct.	1879	...
Kentucky—(\$2,750,810):						.. State Stocks (old).....	1,907,050	5	Feb. & Aug.	1871	...
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	...	.. .. (old).....	...	5	"	'77-'78	...
.. State Bonds, 1840 to 1851.....	683,000	5	April & Oct.	'71-'72	...	.. .. (old).....	...	4	Jan. & July.	1882	...
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	5	Various.	'70-'94	...	Rhode Island—(\$2,770,000):					
Louisiana—(\$21,214,800):						.. War Bonds of Aug. 1862.....	1,049,000	5	Mar. & Sept.	1882	...
.. State Bonds, to R. R. Co's, 1840 to 1866.....	1,830,000	5	Various.	'93-'98	53	.. .. of Jan. 1863.....	200,000	5	April & Oct.	1893	...
.. Deficiency (Treasury) Bonds 1853.....	750,000	5	Jan. & July.	1893	...	.. .. of June 1863.....	602,000	5	Jan. & July.	1893	...
.. Funded coupons (new) 1866-'68.....	997,000	5	"	'86-'88	...	.. .. of May 1864.....	829,000	5	Feb. & Aug.	1894	...
.. Levee Bonds 1867.....	4,000,000	5	May & Nov.	1907	...	South Carolina—(\$15,857,927):					
.. .. 1866.....	1,000,000	5	Various.	1886	...	.. State House, Stock and Bonds '53-'66.....	1,238,188	5	Jan. & July.	'71-'90	...
.. .. 1870.....	3,000,000	5	Mar. & Sept.	1875	...						

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$980,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga.tax fr.	\$3,630,000	6*	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7	"	"	1893	....
1st Mortgage.....	1,000,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	96
Albany and Susquehanna:							2d Mortgage sinking fund.....	380,000	7	May & Nov.	"	1872	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	98 1/2	Buffalo, New York & Phila.:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	94	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
3d Mortgage.....	399,000	7	May & Nov.	"	1881	....	Burlington, Cedar Rapids & Minn.:						
Albany Loan.....	1,000,000	6	"	Albany.	1895	....	1st Mortgage coin or stg skg f'd.....	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	88 1/2
Alexandria and Fredericksburg:							Burlington and Missouri River:						
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Land and R. R. Mortgage.....	5,058,350	7	April & Oct.	Boston.	1893	96
Allegheny Valley:							Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	"	1875	....
General Mortgage.....	4,000,000	7 1/2	March & Sept.	New York.	1896	94	Stock Bonds pref. 3d lien.....	1,200,000	8	"	"	1878	110
Special Mortgage to Penn.....	3,500,000	5	"	Harrisburg.	....	....	Stock (common) Bonds.....	980,000	8	April & Oct.	"	1879	....
Androscoggin:							Stock (common) Bonds.....	899,500	8	Jan. & July.	"	1894	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Stock (common) Bonds.....	1,377,849	8	"	"	1889	....
Arkansas Central (narrow gauge):							Burlington & Mo. Riv. in Neb.:						
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	70	1st Mortgage convertible.....	5,587,971	8	Jan. & July.	Boston.	1894	100
Atchison and Nebraska:							Burlington and Southwestern:						
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	....
Atchison, Topeka and Santa Fe:							Cairo and Fulton (Arkansas):						
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	87 1/2	1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	"	1902	....	Cairo and St. Louis (3 ft. gauge):						
Atlanta and Richmond Air Line:							1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	....	Cairo and Vincennes:						
Atlantic and Great Western:							1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	Camden and Atlantic:						
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	"	1902	....	1st Mortgage of 1863.....	490,000	7	Jan. & July.	Camden.	1873	101
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	"	1902	....	2d Mortgage of 1864.....	500,000	7	April & Oct.	"	1879	....
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	"	"	var.	....	Canada, Michigan and Chicago:						
1st Mortgage (S. Ga. & Fla. R. R.)	400,000	7	May & Nov.	"	1888	....	1st Mort. (skg fd) for \$2,750,000..	....	7	.....	New York.	....	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	"	"	1889	....	Canada Southern:						
Atlantic and Lake Erie:							1st Mort (skg fd) g'd for \$9,000,000	....	7*	Jan. & July.	New York.	1906	....
1st Mort. (gold) for \$5,000,000.....	....	7*	Jan. & July.	New York.	1901	....	Carthage & Burlington (C. B. & Q.):						
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1870	....
1st Mortgage for \$15,000,000.....	....	7	Jan. & July.	New York.	1901	....	Catawissa:						
Atlantic and North Carolina:							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,300,000	7	"	"	1900	69 1/2
Atlantic and Pacific:							Chattel Mortgage.....	208,850	10	"	"	'80-'89	....
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	"	"	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota (Ili. C.):						
1st Mortgage (sterling) of 1853....	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (C. F. to Waverly)....	294,000	7	April & Oct.	New York.	1884	81
2d Mortgage (sterling) of 1864....	1,499,968	6*	April & Oct.	"	1884	....	1st Mort. (W. to Minn. Lake).....	1,377,000	7	Jan. & July.	"	1907	....
3d Mortgage (sterling) of 1871....	712,932	6*	May & Nov.	"	1891	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, Portland Loan.....	787,000	6	"	N. Y. & Bos't'n.	1871	....	1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	59
Bald Eagle Valley:							1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	"	"	1894	....
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 3d Div. \$16,000 p. m.	2,332,000	7	May & Nov.	"	1916	83 1/2
2d Mortgage.....	100,000	7	"	"	1884	....	Central Branch Union Pacific:						
Baltimore and Ohio:							1st Mort. (Atch. & Pike's Peak).....	1,600,000	6*	May & Nov.	New York.	1895	....
Loan of 1855-'75.....	883,250	6	Jan. & July.	Baltimore.	1875	97 1/2	2d Mortgage Govern't subsidy.....	1,600,000	6	Jan. & July.	"	1895	....
Loan of 1850-'80.....	579,500	6	"	"	1880	95 1/2	Central of Georgia:						
Loan of 1853-'85.....	1,710,000	6	April & Oct.	"	1885	94	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1855-'90 (Balt.) skg fd.....	3,645,683	6	Jan. & July.	"	1890	....	Central of Iowa:						
Loan of 1870-'95 (atg.) skg fund.....	3,788,752	6	March & Sept.	London.	1895	....	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100	2d Mortgage, gold, \$4,000 p. m.....	812,000	7*	April & Oct.	"	1901	90 1/2
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	"	"	1885	92	Central of New Jersey:						
Baltimore and Potomac:							2d (now 1st) Mortgage (balance).....	170,000	7	May & Nov.	New York.	1875	100
1st Mort. (Tunnel) gold guar.....	1,600,000	6*	Jan. & July.	Baltimore.	1911	....	New Mortgage for \$5,000,000.....	4,824,000	7	Feb. & Aug.	"	1890	102 1/2
1st Mortgage (R. R.) gold guar.....	3,500,000	6*	April & Oct.	"	1911	....	Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Bangor and Piscataquis:							Central Ohio (B. & O.):						
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	85 1/2
1st Mort. (Bangor loan) extens'n	122,000	7	"	"	1901	....	Central Pacific of California:						
Bay City and East Saginaw:							1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	101
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Convertible 20 years bonds, gold	1,500,000	7*	"	"	1883	....
Bedford and Bridgeport:							State Aid B'ds (Int. by State) gold	1,500,000	7*	"	"	1885	110
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	1st Mort. (Western Pacific) gold	2,785,000	6*	"	"	1899	....
Belfast and Moosehead Lake:							1st Mort. (Calif. & Oregon) gold	6,000,000	6*	"	"	'89-'91	....
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (S. Fr. Okld & Ala.)..	1,500,000	8*	"	San Francisco	1890	....
Belleville and Southern Illinois:							1st Mort. (San Joaquin V. D.) gold	6,050,000	6*	April & Oct.	New York.	1900	....
1st Mort. guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....	Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	"	"	1890	....
Beloit and Madison (C. & N. W.):							Charleston and Savannah:						
1st Mortgage.....	338,000	7	Jan. & July.	New York.	1888	....	1st Mortgage guar. by S. Car.....	505,000	6	March & Sept.	Charleston.	1877	....
Belvidere Delaware:							Funded Interest on 1st Mort.....	157,400	7	"	"	1889	....
1st Mortgage (guar. by C. & D.)	1,000,000	6	June & Dec.	New York.	1877	92	Charlotte, Columbia & Augusta:						
2d Mortgage (A. Co. and	498,500	6	March & Sept.	Princeton.	1885	82	1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
3d Mortgage (Penn. R. R. Co.)	746,000	6	Feb. & Aug.	"	1887	81	Chartiers:						
Blue Ridge, (S. Car.):							1st Mort. guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Cheraw and Darlington:						
Boston and Albany:							1st Mortgage dated Jan. 1, 1871..	150,000	8	April & Oct.	Charleston.	1888	....
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	105	2d Mortgage dated Jan. 1, 1869..	75,000	7	Jan. & July.	"		



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction: 1st Mort. for \$1,000,000 skg fund	\$.....	10	May & Nov.	St. Louis.	1877	....	Cinc. & Indiana (Ind. C. & La.F.): 1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa: 1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....	2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	"77-'87	....
Chester Valley: 1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cinc., Richmond & Fort Wayne: 1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Chicago and Alton: 1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100 1/4	Cincinnati, Sandusky and Clev.: 1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	80
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	104	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	94	1st Mort. (San. City and Ind.)..	850,000	7	March & Sept.	" "	1877	....
1st Mort. (St. L. J. & C.) assumed	564,000	7	Jan. & July.	" "	1894	....	Cincinnati and Springfield: 1st Mortgage for \$2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
2d Mort. ( " )	188,000	7	Jan. & July.	" "	1898	....	Cincinnati and Terre Haute: 1st Mort. (Ind. Div.) for \$6,000,000	.....	7	" "	New York.	1901	....
Chicago, Burlington and Quincy: Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1883	112	Cincinnati, Wabash and Mich.: 1st Mortgage for \$16,000 p. m.:	.....	7	Jan. & July.	New York.	1891	....
Trust Mortgage skg fund conv.	150,000	8	" "	" "	1883	....	Clev., Col., Cin. & Indianapolis: 1st Mortgage sinking fund.....	2,064,000	7	May & Nov.	New York.	1899	100 1/4
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99	1st Mort. (C. C. and C. R. R.)..	323,000	7	June & Dec.	" "	"71-'84	....
2d Mort. (Northern Cross) gold..	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mort. (Bell. and Ind. R.R.)..	616,000	7	Jan. & July.	" "	"70-'95	....
Loan of 1872.....	.....	.....	.....	.....	.....	.....	Clev. & Mahoning (A. & Gt. Wtn.): 1st Mortgage 1863.....	650,000	7	Feb. & Aug.	New York.	1873	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....	3d Mortgage (sinking fund) 1866	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Peo. & Han.) guar.....	600,000	8	" "	" "	1878	....	1st Mort. (Branch) 1863.....	71,000	7	Jan. & July.	" "	1873	....
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....	Clev., Mt. Vernon and Delaware: 1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Dix. & Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	96 1/2	Cleveland and Pittsburg (Pa. Co.): 2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	" "	1879	....	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	97
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100 1/2	4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	84
1st Mort. (O. O. & Fox Rv.) guar.	1,250,000	8	" "	" "	1900	100	Consol. sinking fund guar.....	528,000	7	May & Nov.	" "	1900	94
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101	Colebrookdale: 1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Chicago, Cincinnati and Louisv.:	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
Chicago, Clinton & Dubuque:							Columbus, Chicago & Ind. Cent.: 1st Mortgage Consol. skg fund.....	15,344,750	7	April & Oct.	New York.	1903	97
1st Mort. guar. C., B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80	2d Mortgage Consol. skg fund.....	5,679,900	7	Feb. & Aug.	" "	1909	73
Chicago, Danville and Vincennes:							Columbus, Springfield and Cin.: 1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1909	90	Columbus and Hocking Valley: 1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Ind. Div.) gold.....	1,500,000	7*	" "	" "	1912	....	1st Mortgage (Branch).....	200,000	7	Jan. & July.	" "	1880	....
Chicago, Dubuque & Minnesota:							General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	80	Columbus and Xenia: 1st Mortgage, guar. by Pa. Co.:	302,000	6	March & Sept.	New York.	1890	....
Chicago and Illinois Southern:							Connecticut and Passumpsic Riv.: 1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	94
1st Mortgage for \$19,000 p. m.:	.....	8	March & Sept.	New York.	1900	....	Notes payable, conv. at par	594,000	7	" "	" "	1876	100
Chicago and Iowa:							1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	" "	1889	....
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	95	Connecticut River: 1st Mortgage skg fund.....	250,000	7	March & Sept.	Boston.	1878	....
Chicago, Iowa and Nebraska:							Connecticut Valley: 1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	....	Connecticut Western: 1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	Connecting (Philadelphia): 1st Mort. ABCD & E \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4.	86
Chicago and Northwestern:							Cooperstown and Susq. Valley: 1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100	Cowanesque Valley: 1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
Funded coupons (193 m.).....	755,000	7	May & Nov.	" "	1883	91	Cumberl'd & Penn. (Consol. Coal): 1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
General 1st Mortgage (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	98	2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....	Cumberland Valley: 1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
Green Bay Ext. (26 m. & 76,000 a.)	300,000	7	" "	" "	1885	....	2d Mortgage.....	109,500	8	" "	" "	1905	....
Equipm't (Engs. & Cars \$400,000)	101,000	7	April & Oct.	" "	1874	....	Plain bonds.....	81,800	6	Jan. & July.	" "	1884	....
1st Mort. (Gal. & Chic. 248 m.) ..	1,785,000	7	Feb. & Aug.	" "	1882	100	Danbury and Norwalk.....	100,000	7	Jan. & July.	New York.	1880	....
2d Mort. (Gal. & Chic. 248 m.) ..	948,000	7	May & Nov.	" "	1875	....	1st Mortgage of July 1, 1860....	200,000	7	" "	" "	1890	....
Miss. Riv. Bridge ( " )	200,000	7	Jan. & July.	" "	1884	....	1st Mortgage of July 1, 1870....	.....	7	" "	" "	....	....
Elgin & State Line ( " )	135,000	7	" "	" "	1878	....	Danv., Hazleton & Wilkesbarre: 1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1897	76
1st Mort. (Peninsula 79 m. & land)	767,000	7	March & Sept.	" "	1898	....	Davenport and St. Paul: 1st Mort. gold skg f'd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Consol. skg fund (C. & N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	92	Dayton and Michigan (C.H. & D.): 1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
Equipm't (Eng. & Cars \$2,750,000)	275,000	10	May & Nov.	" "	1871	....	2d Mortgage, guar.....	642,000	7	March & Sept.	" "	1887	....
1st Mort. (Madison Exten.) gold.	3,160,000	7*	" "	" "	1911	....	3d Mortgage, guar.....	700,000	7	April & Oct.	" "	1888	....
1st Mort. (Menominee Exten.) gold.	2,700,000	7*	June & Dec.	" "	1911	....	Toledo Depot bonds guar.....	169,500	7	March & Sept.	" "	"81-'94	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	....	Dayton and Union: 1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....	2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
3d Mort. ( " )	10,500	7	June & Dec.	" "	1898	....	Income Bonds.....	252,445	6	" "	" "	1879	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93	Dayton and Western (Pa. Co.): 1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....	1st Mortgage.....	426,000	6	" "	" "	1905	....
Chicago & Northern Pac. Air-L.:							Decatur, Sullivan and Mattoon: 1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
1st Mort. (skg f'd gold \$25,000pm)	.....	7*	June & Dec.	New York.	1902	....	Delaware (P. W. & Balt.): 1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
Chicago & Mich. Lake Shore:							1st Mortgage, guar.....	100,000	6	" "	" "	1875	....
1st Mort. of Sept. 1, '69, \$16,000pm	1,350,000	8	May & Nov.	New York.	1889	80	1st Mortgage extension.....	100,000	6	" "	" "	1880	....
1st Mort. of Nov. 1, '71, \$16,000pm	1,350,000	8	March & Sept.	" "	1891	....	Delaware State Loan.....	170,000	6	" "	" "	1876	....
Chicago, Omaha and St. Joseph:							Delaware, Lackawanna & Western: 1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	New York.	1876	100
1st Mortgage for \$8,000,000.....	.....	8	April & Oct.	New York.	1901	....	2d Mort. (Del. Lack. & Wtn)...	1,633,000	7	March & Sept.	" "	1881	95
Chicago and Paducah (C. B. & Q.):							Company B'ds (Del. Lack. & W.)	8,000,000	7	June & Dec.	" "	1892	99 1/2
1st Mortgage \$25,000 p. m. gold..	.....	7*	.....	Boston.	1901	....	Denver Pacific: 1st Mortgage gold, land grant....	2,500,000	7	May & Nov.	New York.	1890	....
Chi., Pekin & Southw'n (C. & B. Q.)							Denver & Rio Grande (3 ft. gauge): 1st Mort. gold, skg fund tax-free.	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
1st Mortgage for \$1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....	Des Moines Valley: 1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
Chicago, Rock Island and Pacific:							1st Mortgage Land grant.....	4,690,000	8	" "	" "	1898	....
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....							
1st Mort. skg fund (C. R.I. & Pac.)	8,600,000	7	" "	" "	1896	102 1/2							
Chi. & Southw'n (C. R.I. & Pac.):													
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	107							
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....							
Chicago & Wisconsin Midland:													
1st Mort. g'd skg f'd													

## AMERICAN RAILROAD BOND LIST.

Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$1,700,000	8	Jan. & July.	New York.	1891	.....	1st Mortgage.	\$477,683	7	May & Nov.	Boston.	1891	....
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	.....	1st Mortgage gold.	250,000	6	April & Oct.	Baltimore.	1900	....
2d Mortgage.	300,000	8	Jan. & July.	"	1891	.....	Galea & Chic. Union (C. & N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.	1,785,000	7	Feb. & Aug.	New York.	1882	100
1st Mortgage (consolidation).	3,000,000	8	April & Oct.	Boston.	1896	.....	2d Mortgage.	948,000	7	May & Nov.	"	1875	....
Detroit and Milwaukee:							Elgin and State Line Purchase.	135,000	6	Jan. & July.	"	1878	....
1st Mortgage, (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	.....	Mississippi Bridge.	200,000	7	"	"	1884	....
2d Mortgage.	1,000,000	8	"	"	1875	.....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.)	625,924	7	Jan. & July.	"	1875	.....	Company bonds (debentures).	681,000	7	Jan. & July.	Augusta.	'72-'80	....
2d Funded Coup.	376,734	7	"	"	1875	.....	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R.R. stg. bonds	150,867	6	May & Nov.	London.	1873	.....	1st Mortgage gold.	2,000,000	7	March & Sept.	N.Y. & Lond.	1900	....
Oakl. & Ottawa R.R. cur'y bonds	61,000	7	"	New York.	1873	.....	2d Mortgage gold.	1,000,000	8	Jan. & July.	"	1892	....
Detr. & Pontiac R.R. bonds.	250,000	7	"	"	1878	.....	Goshen and Deckertown:						
Detr. & Pontiac R.R. bonds.	250,000	8	Feb. & Aug.	"	1886	.....	1st Mortgage.	226,500	7	Jan. & July.	New York.	1888	....
Detroit, Mon. & Tol. (L.Sb. & M.S.)							Grand Rapids & Indiana:						
1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1876	97	1st Mortgage guar. gold, tax free	4,000,000	7	Jan. & July.	New York.	1899	....
Dubuque and Sioux City:							1st Mort' not guar. gold, tax free	4,000,000	7	April & Oct.	"	1899	....
1st Mortgage tax free.	894,000	7	Jan. & July.	New York.	1883	.....	Grand River Valley (Mich. C.):						
Dubuque Southwestern:							1st Mort., assumed by Lessees.	1,500,000	8	Jan. & July.	New York.	1886	....
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	.....	2d Mortgage, guar. by Lessees.	500,000	8	March & Sept.	"	1879	99
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	.....	Grand Trunk (Ca.):						
Dunkirk, Warren & Pittsburg:							Equipment Bonds £500,000	2,500,000	6	April & Oct.	London.	....	....
1st Mortgage gold tax free.	1,190,000	7	June & Dec.	New York.	1900	.....	Equipment Bonds No. 2 £270,500	1,350,000	6	"	"	....	....
Dutchess and Columbia:							Postal & Military b'ds £1,200,000	6,000,000	6	Feb. & Aug.	"	....	....
1st Mortgage Jan. 1, 1868.	1,500,000	7	Jan. & July.	New York.	1903	.....	1st Preference Bonds £2,838,385.	14,191,675	5	Jan. & July.	"	....	....
East Alabama and Cincinnati:							2d Preference Bonds £1,685,765.	8,428,825	4	"	"	....	....
1st Mort. end \$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	.....	Provincial Debent' £3,111,500	15,567,500	.....	.....	Ottawa.	....	....
East Brandywine & Waynesburg:							Great Western of Canada:						
1st Mortgage.	140,000	7	Jan. & July.	Philadelphia.	1885	.....	Perpetual Debentures Stock.	227,273	5	Jan. & July.	London.	perp.	....
2d Mortgage.	35,000	8	"	"	1873	.....	Common (Company) Bonds.	1,384,117	4	"	"	'72-'73	....
East Pennsylvania (Ph. & Rdg.):							Common ( " ) Bonds.	2,993,975	6	May & Nov.	"	'73-'76	....
1st Mortgage, guaranteed.	495,000	7	March & Sept.	Philadelphia.	1888	98	Common ( " ) Bonds.	2,062,087	5	April & Oct.	"	'77-'78	....
East Tenn. & Georgia (E.T.V. & G.):							Common ( " ) Bonds.	4,887	5	"	"	1881	....
1st Mortgage.	870,000	6	Jan. & July.	New York.	'76-'80	.....	Common ( " ) Bonds.	3,650,000	6	June & Dec.	"	1890	....
East Tenn. & Vir. (E.T.V. & Ga.):							Greenville and Columbia:						
1st Mortgage, endorsed.	175,000	6	Jan. & July.	New York.	1886	.....	1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
East Tennessee, Virginia & Ga.							1st Mortgage not guaranteed.	376,768	7	"	"	'81-'86	....
1st Mort., skt fund for \$3 500,000	2,519,000	7	Jan. & July.	New York.	1890	.....	Greenwich and Johnsonville:						
Eastern (Mass.):							1st Mortgage.	130,000	7	May & Nov.	New York.	1889	....
English Loan, July 1, 1862.	383,000	6	Jan. & July.	London.	1872	.....	Hackensack & New York Ext.:						
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97	1st Mortgage, \$10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	90	Hannibal and Naples (T.W. & W.):						
Loan of 1866-'85	160,000	6	April & Oct.	"	1885	.....	1st Mortgage.	675,000	7	May & Nov.	New York.	1898	90
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	.....	2d Mortgage.	225,000	7	Jan. & July.	"	1890	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	92	Hannibal & Central Missouri:						
Loan of 1872-'82	1,500,000	7	.....	.....	1882	100	1st Mortgage gold, tax free.	1,000,000	7	May & Nov.	New York.	1890	....
Eastern Shore (Md.):							2d Mortgage.	250,000	7	Feb. & Aug.	"	1890	....
1st Mortgage.	400,000	6	Jan. & July.	Baltimore.	1880	.....	Hannibal and St. Joseph:						
2d Mortgage.	150,000	6	April & Oct.	"	1886	.....	Missouri State Loan.	1,500,000	6	Jan. & July.	New York.	'71-'77	91
Elizabethtown and Paducah:							Missouri State Loan.	1,500,000	6	"	"	'77-'88	....
1st Mortgage, convertible.	3,000,000	8	March & Sept.	New York.	1890	.....	Six years Mortgage bonds (222m)	57,000	10	"	"	1872	....
Elmira and Williamsport (N. Cen.):							Five years' notes (277 m.)	139,300	8	Various.	"	1874	....
1st Mortgage guaranteed.	1,000,000	7	Jan. & July.	Philadelphia.	1880	96	Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	"	1885	88
Income Mortgage guaranteed.	570,000	5	April & Oct.	"	1872	57	1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....
Erie Railway:							1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	"	1886	....
1st Mortgage.	3,000,000	7	May & Nov.	New York.	1897	102	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	....
2d Mortgage convertible.	4,000,000	7	March & Sept.	"	1879	98	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1888	....
3d Mortgage.	6,000,000	7	"	"	1883	96	Harlem Extension:						
4th Mortgage convertible.	4,441,000	7	April & Oct.	"	1880	92	1st Mortgage.	4,000,000	7	Jan. & July.	New York.	1890	....
5th Mortgage convertible.	928,500	7	June & Dec.	"	1888	90	Harrisburg & Lancaster:						
Buffalo Branch, 1st mortgage.	186,400	7	Jan. & July.	"	1891	.....	1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	92
Sterling Loan (£1,000,000) conv.	4,844,400	6	March & Sept.	London.	1875	.....	Hartford and New Haven:						
Consol. Mort. for \$30,000,000, g'd	3,000,000	7	"	NY & London.	1920	95	1st Mortgage.	754,000	6	Jan. & July.	Hartford.	1873	....
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.	1,000,000	7	April & Oct.	New York.	1901	.....	1st Mort. (R. I. 26.32 m.) skt fund	481,000	7	Jan. & July.	Providence.	1876	....
Erie and Pittsburg (Penn.):							1st Mort. (Conn. 96.04 m.) skt f d.	1,574,500	7	"	Hartford.	1876	....
1st Mortgage.	372,800	7	Jan. & July.	New York.	1882	.....	Holly, Wayne & Monroe (F & M):						
2d Mortgage.	115,200	7	March & Sept.	"	1890	.....	1st Mortgage guar., tax free.	1,000,000	8	Jan. & July.	New York.	1901	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	"	1893	.....	Holyoke and Westfield:						
Equipment Mortgage.	600,000	7	April & Oct.	"	1890	.....	1st Mortgage.	200,000	7	April & Oct.	Boston.	1891	....
European & N. American (Me.):							Housatonic:						
Bangor City Bonds (1st m. 55 m.)	2,000,000	6	Jan. & July.	N. Y. & Lond.	1894	.....	1st Mortgage sinking fund.	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
1st L.M. & 1st on 59, & 2d on 55m)	1,000,000	6	March & Sept.	"	1899	87	2d Mortgage.	100,000	7	Feb. & Aug.	"	1885	....
Evansville and Crawfordsville:							3d Mortgage of 1869.	100,000	6	April & Oct.	"	1889	....
1st Mortgage (main line) skt fund	1,004,000	7	Jan. & July.	New York.	1889	.....	Houston and Texas Central:						
1st Mortgage.	150,000	7	March & Sept.	"	1889	.....	1st Mortgage L.G. skt fund, gold.	6,520,000	7	Jan. & July.	New York.	1891	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	"	1881	.....	Hudson River (N.Y. Cen. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage.	1,000,000	7	Jan. & July.	New York.	1897	.....	2d Mortgage, sinking fund.	1,894,000	7	June & Dec.	"	1885	101
Evansville, Terre Haute & Chi.:							3d Mortgage.	180,000	7	May & Nov.	"	1885	....
1st Mortgage, gold.	750,000	7	May & Nov.	New York.	1900	.....	Hudson Connecting (NY & OMid):						
Fall River, Warren & Providence:							1st Mortgage gold.	400,000	7	May & Nov.	New York.	1902	....
1st Mortgage.	200,000	7	Jan. & July.	Providence.	1882	.....	Huntingdon and Broad Top Mt.:						
Flint and Pere Marquette:							1st Mortgage gold.	416,000	7	April & Oct.	Philadelphia.	1890	102
Land Mort. 1st series (55,241 a.).	158,566	7	May & Nov.	New York.	1880	.....	2d Mortgage.	267,500	7	Feb. & Aug.	"	1875	85
" 2d series (92,748 a.).	221,000	7	Jan. & July.	"	1887	.....	3d Mortgage (Consol.)	1,261,000	7	April & Oct.	"	1895	60
" 3d series (52,091) (x.f.)	2,046,000	8	March & Sept.	"	1888	.....	Illinois Central:						
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	"	1888	.....	Construction bonds, cur. skt f d.	3,062,500	7	April & Oct.	New York.	1875	106
Construction Loan.	165,000	8	"	"	1876	.....	Construction bonds, coin.	232,000	6	"	N.Y. & Lond.	1875	....
Florida:							Redemption bonds, currency.	2,500,000	6	"	New York.	1890	....
1st Mortgage conv. gold.	2,300,000	7	Jan. & uly	New York.	1889	.....	Redemption bonds, sterling.	2,500,000	6	"	London.	1875	....
Flushing & North Side (L. I.):							Indiana and Illinois Central:						
1st Mortgage.	1,025,000	7	May & N	N.Y. & Lond.	1890	.....	1st Mortgage gold.	3,500,000	7	Jan. & July.	New York.	1901	....
Fonda, Johnsto'n & Gloverville:							Indiana North and South:						
1st Mortgage.	300,000	7	Jan. & July.	New York.	1890	.....	1st Mortgage for \$22,500 p.m. g'd	.....	7	April & Oct.	New York.	1901	....
Fort Scott, Humboldt & Western:							Indianapolis, Blooming. & West.:						
1st Mortgage \$20 000 p. m.	.....	8	Jan. & July.	New York.	1891	.....	1st Mortgage gold.	5,000,000	7	April & Oct.	New York.	1909	....
Fort Wayne, Jackson & Sag.:							2d Mortgage.	1,500,000	8	Jan. & July.	"	1899	....
1st Mortgage traffic guarantee.	1,500,000	8	Jan. & July.	New York.	1889	.....	Indianapolis & Vincennes:						
2d Mortgage (Equipment).	500,000	8	April & Oct.	"	1891	.....	1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
Fort Wayne, Muncie & Cla.:							2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	"	1900	....
1st Mortgage gold.	1,800,000	7	April & Oct.	Boston.	1899	.....	International (Texas):						
2d Mortgage.	500,000	8	Jan. & July.	"	1899	.....	1st Mort. gold, skt. fund tax free	10,000pm	7	April & Oct.	New York.	1901	....



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1888	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869.....	\$1,800,000	7	April & Oct.	New York.	1879	103 1/2
1st Mortgage (I. C. & L.F.) of 1887	2,770,000	7	Feb. & Aug.	"	1887	....	Consol. registered July 1, 1870.....	3,699,000	7	J. A. J. & O.	"	1890	100
1st Mortgage ( " ) of 1889	1,566,000	7	June & Dec.	"	1889	....	Consol. coupon July 1, 1870.....	1,334,900	7	Jan. & July.	"	1890	100
Indianapolis and St. Louis:							Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	"	1890	98 1/2
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1916	....	Sunbury July 1, 1864.....	500,000	7	Jan. & July.	"	1874	....
1st Mortgage.....	2,000,000	7	March & Sept.	"	1916	....	Reg. Jan. 1, 1855 C.P. & A. R.R.	1,000,000	7	"	"	1880	98
1st Mortgage.....	1,000,000	7	April & Oct.	"	1916	....	3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	"	1892	93 1/2
Equipment Mortgage.....	500,000	8	Jan. & July.	"	1881	....	1st Mort. (Junc. R.R.) Dec. 1, 1852	115,000	7	June & Dec.	"	1872	....
Iowa Eastern:							8kg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	"	1885	102 1/2
1st Mortgage gold.....	14,000pm	7 1/2	Feb. & Aug.	New York.	1902	....	Mort. April 1, 1866	864,000	7	April & Oct.	"	1886	93 1/2
Iowa Falls & Sioux City (Ill. Cen.):							1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	"	1885	101 1/2
1st Mortgage guaranteed.....	2,000,000	7	April & Oct.	New York.	1917	....	2d Mort. Oct 31, 1867	2,093,000	7	"	"	1877	97 1/2
Iowa Midland (C. & N. W.):							Mort. Nov. 1, 1858	100,000	7	May & Nov.	"	1873	....
1st Mort., \$16,000 guar.....	8	Feb. & Aug.	New York.	1900	105 1/2	....	Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	"	1882	98
Ironton (Penn.):							Mort. Sept. 1, 1866	300,000	7	March & Sept.	"	1886	....
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	Mort. April 1, 1868	3,000,000	7	April & Oct.	"	1898	96 1/2
Ithaca and Athens:							1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	97 1/2
1st Mortgage gold, skg fund.....	600,000	7	Jan. & July.	New York.	1890	100	1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	"	1870	....
Jackson, Lansing & Saginaw (M.C.):							1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	"	"	1887	....
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1886	101 1/2	1st Mort. Oct. 1, 1867 (K. & Sch.)	100,000	8	"	"	1887	....
2d Mortgage.....	500,000	8	March & Sept.	"	1888	....	1st M. July 1, '68 (K. & A.L. & Gr.R.)	840,000	8	"	"	1888	....
1st Mortgage, Northern Ext.....	940,000	8	May & Nov.	"	1890	....	1st Mort. July 1, 1868 (J. & Frank.)	500,000	7	"	"	var	....
Jacksonville, Pensac. and Mobile:							2d Mort. Jun. 1, 1869	500,000	7	June & Dec.	"	1894	....
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	Lawrence (P. Ft. W. & Chl.):						
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	....	1st Mortgage, guaranteed.....	600,000	7	April & Oct.	Philadelphia.	1895	....
2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....	Leavenworth, Lawr. & N. West'n:						
Jefferson (Erie):							1st Mort. guar. by Pac. of Mo.....	355,000	7	Feb. & Aug.	New York.	1899	....
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	....	Leaven, Lawrence & Galveston:						
2d Mort. ( " ).....	94,000	7	"	"	1889	....	1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	86
1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1889	....	Lehigh and Lackawanna:						
Jeffersonville, Madison & Indian:							1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	....	Lehigh Valley:						
2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....	1st Mortgage (old loan).....	902,000	6	May & Nov.	Philadelphia.	1873	101 1/2
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1882	....	1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	98
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	"	1873	....	2d Mortgage for \$5,000,000	4,712,000	7	March & Sept.	"	1910	103 1/2
Joliet and Chicago (C. & Alton):							Lexington & St. Louis (P. of Mo.):						
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1882	....	1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....
Joliet & Northern Ind. (Mich. C.):							Little Miami:						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....
Junction (Cin. & Indianapolis):							Street Connection Bonds.....	500,000	6	Jan. & July.	"	1894	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	Little Rock and Fort Smith:						
2d Mortgage.....	798,000	7	March & Sept.	"	1893	....	1st Mortgage gold.....	3,000,000	6 1/2	Jan. & July.	N. Y. & Bost.	1900	....
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	....	Land Grant sinking fund.....	5,000,000	7	April & Oct.	"	1900	....
Junction, Philadelphia:							Little Schuylkill (Phila. & Rd.):						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage, guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	103
2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	....	Logansport, Crawf. & S'wstn Ind.:						
Junction and Breakwater:							1st Mortgage gold.....	1,500,000	8 1/2	F. M. & A. N.	New York.	1900	....
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	Long Br. and Sea Shore (N.J. So.):						
Kalamazoo, Allegan & Gr. Rapids:							1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1889	....
1st Mort. assumed by L.S. & M.S.:.	840,000	8	Jan. & July.	New York.	1888	....	Long Dock (Erie):						
Kalamazoo and Schoolcraft:							1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	96
1st Mort. assumed by L.S. & M.S.:.	100,000	8	Jan. & July.	New York.	1887	....	Long Island:						
Kalamazoo, & S. Haven (M. Cen.):	640,000	8	May & Nov.	Boston.	1880	100	1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage guar. by lessees.....	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890	....
Kalamazoo & White Pigeon:							1st Mortgage (Glen Cove Br.).....	150,000	6	May & Nov.	"	1893	....
1st Mort. assumed by L.S. & M.S.:.	400,000	7	Jan. & July.	New York.	1890	....	General Mortgage.....	775,000	7	"	"	1899	....
Kan. City, St. Jo. & Coun. Bluffs:							Louisville & Miss. Riv. (Ch. & Al):						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....	1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....
2d Mort. ( " ).....	150,000	10	"	"	1878	....	Louisville, Cin. and Lexington:						
1st Mort. (St. Jo. & C.B. 78 m.) cv. t. fr.	1,400,000	10	March & Sept.	"	1892	....	1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. ( " ).....	539,500	8	June & Dec.	"	1874	....	2d Mortgage for \$1,000,000.....	345,000	8	April & Oct.	"	1900	....
1st Mort. (Mo. Valley 130 m.).....	1,600,000	7	Feb. & Aug.	New York.	1893	....	Louisville and Nashville:						
1st Mort. ( " ).....	1,000,000	7 1/2	"	"	1893	....	1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	73-76	91
Consolidated Mort. (280m.) conv.	687,000	8	March & Sept.	"	1892	....	1st Mortgage (Memph Br. 46.37m.)	139,000	7	May & Nov.	"	72-75	....
Kansas City & Santa Fe (L. & G.):							1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	80-85	....
1st Mortgage guar. by Lessees.....	2,000,000	10	May & Nov.	Boston.	1900	....	Consol. M. for \$5,000,000 (392 m.)	6,647,000	7	April & Oct.	"	1898	91 1/2
Kansas Pacific:							Louisv. N. Al. & St. Lo. Air-Line						
1st Mort. (1st Div. 140 m.) gold.....	2,240,000	6 1/2	Feb. & Aug.	N.Y. & St. Lo.	1895	85	1st Mortgage gold, \$25,000 p. m.	2,875,000	7 1/2	"	New York.	1901	....
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6 1/2	June & Dec.	"	1896	86	Macon and Augusta:						
1st M. (3d Div. 244.66m. & 3,000,000a.)	5,500,000	6 1/2	May & Nov.	N. Y. & Lond.	1899	102 1/2	1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	88-91	....
1st Mortgage (1,000,000 acres).....	216,000	7 1/2	March & Sept.	N. Y. & St. Lo.	1876	....	1st Mortgage not guaranteed...	100,000	7	"	"	1890	....
1st Mortgage (2,000,000 acres) gold	1,389,000	7 1/2	May & Nov.	N. Y. & Lond.	1880	....	Macon and Brunswick:						
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1877	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	"	U. S. Treas.	95-97	....	1st Mort. ".....	600,000	7	May & Nov.	"	1900	....
3d Mortgage (Income).....	4,276,350	7	March & Sept.	"	1916	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1883	....
Keat County (Del.):							Equipment Mortgage.....	150,000	7	"	"	1879	....
1st Mortgage for \$800,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	85	Macon and Western:						
Kentucky Central:							1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	"	1886	....
1st Mortgage (Cov. & Lex.) 1852.	123,000	7	March & Sept.	New York.	1872	....	Maine Central:						
2d Mortgage ( " ) 1853.	844,000	7	"	"	1883	....	Consolidated Mort. for \$7,500,000	3,000,000	7	April & Oct.	Boston.	1912	100
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	"	1885	....	\$1,100,000 Loan, tax free.....						

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	....	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N.):						
Massillon & Cleve. (C.M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold .....	500,000	6*	April & Oct.	Nashville.	1887	....
Mayaville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N.J.)						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Stratsville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1887	....
1st Mortgage (E. Div.) \$15,000 p.m.			Jan. & July.	Boston.	1890	....	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$600,000.....						
1st Mortgage, convertible.....	553,000	8	April & Oct.	New York.	1882	....	New H., Middle'n & Willman:						
1st Mortgage, sinking fund conv.	2,208,500	8	"	"	1882	115	1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	4,500,000	7	May & Nov.	"	1902	....	New Haven & Northampton:						
1st Mort. (M. Air L. W. D.) ass'd	1,900,000	8	Jan. & July.	"	1890	108	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....	Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. ( " ) guar.	500,000	8	March & Sept.	"	1879	99	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (Kal. & So. Hav.) t. guar	640,000	8	May & Nov.	"	1889	....	New Jersey Sec. United Compan's.						
2d Mort. ( " ) guar.	70,000	8	"	"	1889	....	New Jersey Midland (N.Y. & O.M.):						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Unionv. & W. Gap (E.)							New Jersey Southern:						
1st Mortgage tax free.....	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	74
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)..	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000.....						
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	98	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	86	200,000	7	Jan. & July.	"	1888	....	
1st Mortgage (E. Div. Palmer).....	791,500	8	May & Nov.	"	1874	....	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.).....	3,793,000	7	Jan. & July.	"	1897	89	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	297,000	7	"	"	1870	90	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	89	Income Mortgage, 1870 gold.....	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	107	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,315,000	7.5	"	"	1898	93	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	233,000	7	March & Sept.	"	1873	....	1st M. (N. O. T. 227 m) skg fd.....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	234,000	7	Jan. & July.	"	1891	....	1st M. ( " ) gold skg fd.....	2,825,000	7	"	N. Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	"	"	1891	....	2d Mortgage, endorsed by La.....				New York.	1915	....
Milw. Manitowoc & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....					1891	....	1st Mortgage gold, for \$3,000,000						
Milwaukee and Northern:							New York Central & Hudson R.:						
1st Mortgage for \$13,000 p.m.....			June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central).....	5,936,626	6	May & Nov.	New York.	1883	91
Mineral Point:							Bonds for debts ass'd (N. Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	100
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. S. t. ( " )	76,000	6	May & Nov.	"	1883	....
Minneapolis & Duluth (L. & M.)							Bonds for R. R. stocks ( " )	592,000	6	"	"	1883	....
1st Mortgage gold, guaranteed.....	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate ( " )	162,000	6	"	"	1883	....
1st Mortgage gold, guaranteed.....	700,000	7*	Jan. & July.	New York.	1911	....	Bonds of 1854 renewed ( " )	2,900,000	6	June & Dec.	"	1887	89
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	2d Mort. ( " ) S. F. ....	1,894,000	7	June & Dec.	"	1885	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	3d Mort. ( " ) S. F. ....	180,000	7	May & Nov.	"	1875	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	Bonds of '71, tax free (N. Y. C. & H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	Consol. Mort. for \$40,000,000.....				"	1902	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	New York and Harlem:						
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	100
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1873	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	N. York, House of Commons & Northern:						
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	New York and New Haven:						
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	New York & Oswego Midland:						
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1893	85
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	2d Mortgage non-convertible.....	1,500,000	7	"	"	1893	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	New York, Providence & Boston:						
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1873-78	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	Improvement Bonds.....	10,000	7	Jan. & July.	"	1876	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	General Mort. for \$1,000,000.....	732,000	7	"	"	1899	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	N. York, West Shore & Chicago:						
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	1st Mortgage gold, \$35,000 p. m.						
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	Niles and New Lisbon:						
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	Norfolk County (B. H. & Erie):						
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	Norfolk & Petersburg (A. M. & O.):						
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	2d Mortgage.....	157,000	7	"	"	1877	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911	....	North Eastern (S. Car.):						
1st Mortgage gold, guaranteed.....	700,000	7	Jan. & July.	New York.	1911								



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold.	50,000pm	7.3	Jan. & July.	New York.	1900	100	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	84 1/2
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr.(C.&A.):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,900	....	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	'79-'88	....
Nyack and Northern:							Philadelphia and Baltimore Cent.:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	....	2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	100 1/2	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	88
Ohio and Mississippi:							Loan of 1870, convertible.....	2,520,000	7	"	"	1890	....
1st Mortgage (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....	Mortgage Loan of 1887, conv.	113,000	6	"	"	1890	95
1st Mortgage (W. Div.).....	850,000	7	"	"	1872	....	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1893	103
2d Mortgage (W. Div.).....	534,000	7	"	"	1874	85	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1890	....
Income Mort. (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1836 stg.	182,400	5 1/2	Jan. & July.	London.	1880	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	96	Mortgage Loan of 1843 stg.	976,800	6	"	"	1880	....
Consolidated Mort. (sterling).....	101,850	7 1/2	"	London.	1898	....	Mortgage Loan of 1836 stg	110,400	7 1/2	"	"	1872	....
Oil Creek and Allegheny River:							Mortgage Loan of 1836 stg	177,600	7	"	"	'74-'77	....
1st Mortgage (O. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Dollar coupon.....	5,500,000	7	June & Dec.	Philadelphia.	1911	99 1/2
1st Mortgage (War. & Fkin).....	580,000	7	April & Oct.	"	1882	85 1/2	Consolidated Dollar registered	1,462,000	7	"	"	1911	100
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	75	Mortgage Gold or stg coup.	4,000,000	6 1/2	"	Phil. or Lond.	1911	....
Old Colony and Newport:							June 1, 1871.	624,000	6	"	"	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	94 1/2	Dollar coupon.....	376,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	485,000	6	April & Oct.	"	1875	....	Philadelphia, Wilmington & Balt.:						
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	100 1/2	Mortgage Loan, convertible.....	345,000	6	Jan. & July.	Philadelphia.	1884	100
Omaha and Northwestern:							Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
1st M. land grant, gold \$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....	Loan of 1867.....	1,000,000	6	"	"	1887	....
Omaha and Southwestern:							Pickering Valley (Phila. & Rdg):						
1st Mortgage \$20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87 1/2	1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Orange, Alexandria & Manassas:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	79
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	84 1/2	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
3d Mort. " " "	598,000	8	May & Nov.	Richmond.	1880	91	1st Mort. (Ct. & Newk 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
4th Mort. " " "	574,000	8	March & Sept.	Alexandria.	1880	83 1/2	Pittsburg & Connellsville:						
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	80 1/2	1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	94 1/2
Orange and Newark:							2d Mort. (Balt. Loan) of 1866...	1,000,000	6	"	"	1886	....
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Ozage Valley & Southern Kansas:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	104 1/2
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Oswego and Rome (R.W. & O.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	97
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
1st Mortgage guar. by (C.B. & Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
Owensboro' and Russellville:							2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage for \$1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series M).....	2,000,000	7	April & Oct.	"	1912	98 1/2
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	....	Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	1876	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	83	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	....
Income Bonds.....	1,500,000	7	"	"	1885	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
St. Louis County Bonds.....	700,800	7	Monthly.	St. Louis.	1887	....	Plymouth, Kankakee & Pacific:						
1st Mort. (Lex. & St. Louis) gold	1,000,000	6 1/2	Jan. & July.	New York.	1889	....	1st Mortgage for \$3,600,000.....	.....	7	Jan. & July.	.....	1901	....
1st Mortgage (Lea. Atch & Nev.)	500,000	7	April & Oct.	"	1889	....	Port Huron & Lake Michigan:						
Paducah and Memphis:							1st Mortgage gold, for \$1,800,000	.....	7	May & Nov.	New York.	1889	....
1st Mortgage gold for \$2,505,000.	1,071,000	7 1/2	Feb. & Aug.	New York.	1892	....	Portland & Ogdensb.(Me. & N.H.):						
Panama:							1st Mort. (Maine Section) gold..	800,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage, stg £19,350.....	93,847	7 1/2	April & Oct.	London.	1875	....	Consol. Mort. gold, for \$3,500,000	.....	6 1/2	May & Nov.	"	1901	....
General Mortgage, stg £597,800.	3,869,330	7 1/2	"	"	1897	....	Portland and Ogdensburg (Vt.):						
Paris and Decatur:							1st Mortgage gold, for \$2,300,000	.....	6 1/2	May & Nov.	Boston.	1891	....
1st Mortgage gold.....	1,200,000	7 1/2	Jan. & July.	New York.	1901	....	Portland and Oxford Central:						
Paterson and Newark (Eric):							1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Rochester:						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mort.(Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	85	1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & Hights (UC of N.J.):							2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	Port Royal (S. C.):						
Pemberton & N. York (N.J.S.):							1st Mortgage gold, skg fd.....	1,500,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	....
1st Mortgage, guaranteed.....	500,000	7	.....	New York.	....	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7 1/2	"	"	1889	....
Peninsular Railway:							Poultkeeps and Eastern:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N.Y. & Lond.	1899	....	1st Mort. gold, conv. & tax free...	800,000	7	Jan. & July.	New York.	1910	....
1st Mortgage gold (S.F.) 2d series	979,000	7 1/2	"	"	1900	....	Providence and Worcester:						
Pennsylvania:							1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	101	Quincy, Alton and St. Louis:						
2d Mortgage ( " ).....	2,594,000	6	April & Oct.	"	1875	98	1st Mortgage gold.....	850,000	7 1/2	May & Nov.	Philadelphia.	1882	....
2d Mortgage ( " ) stg.....	2,282,240	6 1/2	"	London.	1875	....	Quincy and Toledo (T.W. & W.):						
General Mortgage (coup. & reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	96
State lien for \$17,500,000, skg fd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....	Quincy & Warsaw (C. B. & Q.):						
Pennsylvania Coal:							1st Mortgage, guaranteed.....	500,000	8	Jan. & July.	Boston.	1890	100 1/2
1st Mortgage.....	542,500	7	Feb										

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensb.: ..							Somerset (Me. Central): ..						
1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	"	'72-'74	....	South Carolina:						
Consolidated Mort. Skg Fund...	824,500	7	"	"	1891	....	1st Mortgage Sterling.....	1,407,270	6*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.		7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	'73-'74	....
Rutland (Verm. Cen. & Can.): ..							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'88-'91	....
Equipment Mortgage, tax free...	500,000	7	May & Nov.	Boston.	1880	60	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'80-'92	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	88	Domestic Bonds.....	70,000	6	Jan. & July.	"	'72-'74	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,200	7	various.	"		....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. ( " ).....	17,500	6	"	"	1879	....	1st M. endor. by State \$16,000pm		8				....
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1876	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free...	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	102	2d Mort.	200,000	7	"	"	1889	....
1st M. (W. D.) land grant, g'd tax fr	15,000pm	8*	"	"	1900	97 1/2	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg fd.	1,100,000	7	Jan. & July.	New York.	1894	101	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg fd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	90	1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	70 1/2	South Pacific (Atl. & Pac.): ..						
2d Mortgage Income (Series E)	1,700,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	"	"	1894	....	South Shore (Mass.): ..						
St. Louis, Conn. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
1st Mortgage, gold \$16,000.....		7*	Jan. & July.	New York.	1901	....	South Side (L. I.): ..						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1897.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	95	South Side, Va. (A.M. & O.): ..						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 16, 1884 guar.	2,929,000	7	April & Oct.	New York.	1894	91	2d preferred bonds.....	617,000	6	"	"	'84-'90	73
2d Mortgage May 1, 1888 guar.	648,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	448,500	6	"	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.): ..	6,000,000	7	Jan. & July.	New York.	1901	90	1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed....	1,000,000	8*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg fd, con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*				....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1890	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muncie) conv.....	300,000	7	"	"	'72-'76	....
1st M. land gr. gold skg fd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lands)...	2,020,000	7	Jan. & July.	"	1892	....	2d Mortgage gold, tax free.....	1,000,000	7*	"	"	1900	....
General Mort., (R. R. & L'ds) stg.	1,000,000	7*	"	London.	....	....	Springfield and Northwestern:						
1st M. (W. Line) R.R. & Lands...	6,000,000	7	"	New York.	....	....	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands...	8,000,000	7	"	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	"	1890	....	1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.: ..							Sullivan (Verm. Central): ..						
1st Mortgage for \$450,000.....		8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Salem (W. Jer.): ..							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Sullivan and Erie:						
Salem and Lowell (B. & L.): ..							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	226,930	6	Feb. & Aug.	Boston.	1878	....	Summit Branch:						
Sand. Mansfield & Newark (O. & O.):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1900	....	Sunbury and Lewiston:						
San Fran., Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	85
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
Barstow & Whitehall (R. & S.): ..							1st Mortgage, \$10,000 p. m.....		8				....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	1st Mortgage, \$16,000.....		8				....
Bavannah and Charleston:							Suspens. Brid. & Erie June (Erie):						
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	1,000,000	7		New York.	....	....
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	Sussex (N. J.): ..						
Funded Interest bonds.....	167,400	7	"	"	1889	....	1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Bavannah, Griffin & North Ala.:							Swedesboro (W. Jer.): ..						
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Bavannah and Memphis:							Syracuse, Bing. & N. Y. (D.L. & W.):						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Seaboard and Roanoke:							1st Mort. gold, for \$500,000....		7*	Feb. & Aug.	New York.	1891	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....	Tebos and Neosho (M. K. C. & T.):		7*	June & Dec.	New York.	1903	....
Seima and Gulf:							1st Mortgage gold, skg fund....	1,163,000	7*	"	"	....	....
1st M. (guar. by Ala.) \$16,000pm.		8*	April & Oct.	New York.	1890	....	Terre Haute & Indianapolis:						
Seima, Marion and Memphis:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
1st M. gold gr. by Ala. \$16,000pm.		8*	March & Sept.	New York.	1889	....	Tioga:						
Seima, Rome and Dalton:							1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	Toledo, Peoria and Warsaw:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	1st Mortgage (E. Div.) 110 m....	1,600,000	7	June & Dec.	New York.	1894	94 1/2
Equipment Mortgage.....	220,000	10	"	"	1881	....	1st Mortgage (W. Div.) 117 m....	1,900,000	7	Feb. & Aug.	"	1896	88
Shamokin Valley & Pottav. (N. C.):							2d Mortgage (W. Div.) 117 m....	1,300,000	7	April & Oct.	"	1886	81 1/2
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	....
Shenandoah and Fond du Lac:							Consol. Mort. 227 m. \$6,500,000.	1,408,000	7	May & Nov.	"	1910	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	1st Mortgage (Burl. Br.) 19 m....	250,000	7	June & Dec.	"	1910	87 1/2
1st Mortgage extension.....	694,000	8	April & Oct.	"	1886	....	Tom's River & Watert. (N. J. So.):						
Shenandoah and Allegheny:							1st Mortgage guaranteed.....	80,600	7		New York.	1888	....
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	....	Troy & Bennington (T. & ):						
Shepaug Valley (Ct.): ..							1st Mortgage skg fund, war....	100,600	7	Jan. & July.	Troy.	1878	....
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	2d Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
Shore Line (N. Y. & N. H.): ..							3d Mortgage.....	300,000	7	April & Oct.	"	1886	....
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	Convertible Bonds.....	648,000	7	May & Nov.	"	1875	....
Sioux City and St. Paul:													....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....							....
Land Grant Mortgage gold.....	800,000	7*	Jan. & July.	"	....	....							....



An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill. 75 m.)	\$900,000	7	Feb. & Aug.	New York.	1890	97	1st Mortgage	\$400,000	6	Jan. & July.	Baltimore.	1890	91
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	97	1st Mort. endor. by Balt.	200,000	6	"	"	1890	97
1st Mort. (Gt. W. R. & W. D. 100m)	4,000	10	April & Oct.	"	1868	98	2d Mort.	300,000	6	"	"	1890	97
1st M. (Gt. W. Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	"	1888	98 1/2	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	85
1st Mort. (Quincy & Tol 34 m.)	500,000	7	May & Nov.	"	1890	90	2d Mortgage preferred.	600,000	6	"	"	1895	83
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1882	90	3d Mortgage endor. by Balt.	875,000	6	"	"	1900	96
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	92	Western Pacific (Gen. Pac.):						
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	"	"	1871	92	1st Mortgage assumed, gold.	2,735,000	6	Jan. & July.	New York.	1899	...
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	"	"	1893	87	Western Pennsylvania (Penn.):						
Equipment (Tol. & Wab. 75m.)	600,000	7	"	"	1883	85	1st Mortgage (main line 57 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	"	1907	87	1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	...
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	"	"	1900	90	Western Union (M. & St. P.):						
Troy, Salem & Rutland (R. & Sar.):							1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1896	...
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	...	West Jersey:						
Troy Union (and Depot):							Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	...
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	...	1st Mortgage, Jan. 1, 1866.	1,000,000	6	Jan. & July.	"	1896	96
2d Mortgage, guaranteed	180,000	6	"	"	1878	...	Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101
Tuckerton:							West Wisconsin:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	...	1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	...
Union Pacific:							Whitehall & Plattsburg (M. & P.):						
1st Mortgage gold, tax free	27,237,000	6	Jan. & July.	N. Y. & Bost.	'96-'99	89	1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	...
2d Mortgage (Gov. subsidy)	27,236,000	6	"	"	'96-'99	89	Wicomico and Pocomoke:						
1st Mort. Land Grant	9,193,000	7	April & Oct.	"	1889	78	1st Mortgage	200,000	7	Jan. & July.	New York.	1873	...
Income Mortgage	10,000,000	10	March & Sept.	"	1874	80	Williamston and Tarboro':						
Omaha Bridge B'ds, stg. \$250,000	2,500,000	8	April & Oct.	London.	1896	...	1st Mortgage	350,000	8	May & Nov.	New York.	1900	...
Union Pacific (Central Div.):							Wilmington, Colum. & Augusta:						
1st Mortgage gold, tax free	1,600,000	6	May & Nov.	New York.	1895	...	1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	70
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	'96-7-8	...	Wilm., Charlotte & Rutherford:						
Union Pacific, S. Br. (M. & K. & T.):							1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	...
1st Mortgage gold, skg fund	3,595,000	6	Jan. & July.	New York.	1899	...	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	...
Union & Titusville (O.C. & A. Riv.):							Wilmington and Reading:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	...	1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	96
United Companies of New Jer.:							2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	86
Sinking Fund sterling \$262,000.	1,268,080	6	Jan. & July.	London.	1880	...	Wilmington and Weldon:						
Loan of 1875 (Joint Companies)	675,000	6	April & Oct.	Philadelphia.	1875	...	Sterling Bonds.	648,700	6	Jan. & July.	London.	1881	...
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	98	Currency Bonds	221,400	7	May & Nov.	"	1882	...
Loan of 1883 (" " " )	450,000	6	"	"	1878	...	Sinking Fund gold, Bonds	710,000	7	Jan. & July.	New York.	1896	...
Loan of 1883	1,700,000	6	"	Philadelphia.	1883	92 1/2	Wilmington and Western (Del.):						
Loan of 1889	866,000	6	May & Nov.	Princeton.	1889	92	1st Mortgage, Jan. 1, 1872.	400,000	7.3	J. A. & J. O.	Wilmington.	1892	...
Consolidated (mort.) Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	94 1/2	Winona & St. Peter (C. & N. W.):						
Sterling Loan \$569,200	1,846,000	5	March & Sept.	London.	1894	...	1st Mortgage \$20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	8
Sterling Loan \$399,000	1,800,000	6	"	"	1888	...	2d Mortgage \$12,000 p. m.	1,568,000	7	May & Nov.	"	1890	...
Loan of 1888	154,000	6	"	"	1888	...	Land Grant Mort. gold, skg fund	4,375,000	7	June & Dec.	"	1916	...
Bond to State of New J. (N.J. Co)	100,000	7	Feb. & Aug.	New York.	1887	...	Wisconsin Central:						
Bond to State of N. Jer. (U. Co's)	500,000	7	"	"	1887	...	1st M. L. G. gold S. F. \$25,000pm	...	7	Jan. & July.	Boston.	1901	...
Loan of 1894	2,000,000	6	April & Oct.	Philadelphi.	1894	...	1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	...
Utica and Black River:							Worcester (Md.):						
1st Mortgage	351,500	7	Jan. & July.	N. Y. & Utica.	1878	...	Worcester and Nashua:						
Utica, Chen. & Susq. Val. (D. & H. C.):							Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	...
1st Mortgage	...	7	"	"	...	...	Plain Bonds	75,000	6	"	"	1890	...
Utica, Ithaca and Elmira:							CANAL BONDS.						
1st Mortgage gold, skg fund	25,000 m	7	Jan. & July.	N. Y. & Lond.	1892	...	Chesapeake and Delaware:						
Vermont Central:							1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	9
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	43	Chesapeake and Ohio:						
2d Mortgage consolidated	1,500,000	7	"	"	1891	78	Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	...
1st Mort. (Stan. Sheff. & Ch. R. R.)	443,800	7	Jan. & July.	"	1887	20	Sterling, Loan guaranteed	4,375,000	6	"	London.	1890	...
Guar. Stock (Vt. & C. & R. R.)	795,500	8	June & Dec.	"	1887	81 1/2	Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	...
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	80	Delaware Division (L. C. &						
Equipment Mortgage	1,000,000	8	"	"	1889	...	1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	...
Vermont and Massachusetts:							Delaware and Hudson:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	...	1st Mort. (1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	...
Convertible bonds, tax free	200,000	7	"	"	1879	100 1/2	gagere- 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	"	1884	10
Vermont Valley (Rutland):							gistered. 3d series, Jan. 1, 1871.	5,000,000	7	"	"	1891	10
1st Mortgage	388,000	7	April & Oct.	New York.	1860	...	Delaware & Raritan See U'd Co's						
2d Mortgage	114,000	6	"	Boston.	1860	...	Lehigh Coal and Navigation:						
2d Mortgage	293,200	7	"	New York.	1859	...	Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	8
Vicksburg and Meridian:							Mortgage Loan reg.	2,000,000	6	F. M. A. & N.	"	1897	9
General	722,500	7	Jan. & July.	Philadelphia.	1890	...	Mortgage (equip.) Loan, gold.	4,944,000	6	June & Dec.	"	1897	...
1st series (red)	850,000	7	"	"	1890	...	Convertible Loan, gold	922,000	6	March & Sept.	"	1894	9
2d series (blue)	850,000	7	"	"	1890	...	Convertible Bonds	1,496,879	6	June & Dec.	"	1877	8
3d series (black)	154,000	7	"	"	1890	...	Monongahela Navigation:						
4th series (not end.)	1,273,000	7	April & Oct.	"	1880	...	1st Mortgage	103,000	6	Jan. & July.	New York.	1887	...
Special Loan 1871	225,439	8	Jan. & July.	"	1880	...	Morris and Banking:						
Vineland:							1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	9
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	...	2d Mortgage	285,000	6	"	"	1876	...
Virginia & Tennessee (A. M. & O.):							Boat Loan, sinking fund.	236,965	7	"	"	1885	...
1st Mortgage	494,000	6	Jan. & July.	N. Y. & Lynch.	1873	98	Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	...
Enlarged Mortgage	990,000	6	"	"	1884	78 1/2	Pennsylvania:						
4th Mortgage	846,000	6	March & Sept.	"	1900	91 1/2	1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	7
Registered Certificates	123,205	8	Jan. & July.	"	'71-'75	...	1st Mortgage (Wy. Val. Can.)	600,000	6	"	"	1878	...
Funded Interest	204,200	8	"	"	1880	...	1st Mortgage (Erie Canal)	743,654	7	"	"	1865	...
Income Mortgage (fundable)	112,500	8	"	"	1866	...	Interest Bonds (Erie Canal) 1860	161,960	7	"	"	1873	...
Walkill Valley (Erie):							Schuylkill Navigation (Ph. & Rdg):						
1st Mortgage gold, tax free	20,000pm	7	April & Oct.	New York.	1910	...	1st Mortgage	1,745,957	6	March & Sept.	Philadelphia.	'82-'97	...
Ware River (Vt. Cen.):							2d Mortgage	4,016,670	6	Jan. & July.	"	1882	7
1st Mortgage gold, for \$750,000.	462,000	6	June & Dec.	New York.	1890	...	Plain Bonds	85,222	6	"	"	1876	...
Warren (D. L. & W.):							Improvement bonds.	302,500	6	May & Nov.	"	1870	...
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	...	Boat and Car Loan	756,650	6	"	"	1888	...
2d Mortgage, guaranteed	750,000	7	May & Nov.	"	1900	...	Boat and Car Loan	628,106	6	"	"	1889	...
Warren & Franklin (O. C. & A. H. R.):							Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	...
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83	Susquehanna (S. & Tide Water):						
Warwick Valley (Erie):							1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	...
1st Mortgage	85,000	7	April & Oct.	New York.	1880	...	2d Mortgage	700,000	6	"	"	1885	...
Washington and Ohio:							3d Mortgage stg.	874,000	6	"	London.	1878	...
1st Mortgage gold, \$9,000,000.	...	7	April & Oct.	New York.	1891	...	Tide-Water (Susq. & Tide-W.):						
Watertown & Home (R. W. & O.):							1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	...
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	...	2d Mortgage	300,000	6	"	"	1885	...
Westchester and Philadelphia:							3d Mortgage	437,900	6	"	"	1878	...
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	...	Union:						
General Mortgage, tax free	1,012,300	7	April & Oct.	"	1891	101	1st Mortgage	3,000,500	6	May & Nov.	Philadelphia.	1883	...
Western of Alabama:							West Branch and Susquehanna:						
1st Mortgage (Western R. R.)	600,000	8	April & Oct.	New York.	1888	...	1st Mortgage	450,000	6	Apr. & Oct.	Philadelphia.	1878	...
1st Mortgage (M. & W. Point R. R.)	750,000	8	"	"	1881	...	2d Mortgage	295,000	6	May & Nov.	"	1883	...
2d Mortgage (consols guar.)	1,146,000	8	"	"	1900	...							
Income Mortgage	518,400	...											

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Abstract of General Balance Sheet.										Property and Assets.		Liabilities.			Railroad Operated.		Operations.			Earnings.		Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
										Rolling Stock.		Assets.		Accounts and Cash.			Stocks.		Bonds.		Accounts.		Surplus Income.		Railroad Operated.		Trains Moved.		Passengers.		Freight.		Gross.		Net.		Dividends.		Par.		p.c.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
										Engines.		R. M. E.		Freight.		Main Line.		Branch Line.		Track and Sidings.		2d Track and Sidings.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.	



[illegible]

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

*Note:* Asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Lead Grant Railroads are included in "Atlantic." State-aid Railroads are distinguished by a "s."

Year ending	Railroad			Rolling Stock			Property and Assets			Liabilities				Railroad Operated		Operations		Earnings		Value of Shares				
	Main Line	Branch Line	2d Track and Sidings	Engines	Pass.	Freight	Railroad	Rolling Stock	Assets	Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income	M.	M.	Trains Moved	Passengers	Freight	Gross	Net	Dividends	Par.	p.c.
Dec. 31, 1871	133.5	20.3	51.4	23	22	8	368	398	2,939,022	133,180	1,099,100	1,099,100	1,099,100	92,855	218.1	337,460	311,240	282,139	674,685	277,874	100	100		
Sept. 30, 1871	11.8	1.3	5.5	20	19	1	11	11	989,941	306,045	4,021,500	4,021,500	4,021,500	92,855	18.2	161,130	1,611,130	7,001	674,685	277,874	100	100		
Sept. 30, 1871	10.0	0.9	2.2	2	2	1	6	6	461,409	300,000	1,099,100	1,099,100	1,099,100	92,855	15.2	108,168	1,081,680	7,001	674,685	277,874	100	100		
Dec. 31, 1871	100.0	5.0	5.0	8	8	2	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	109.0	2.7	2.7	6	6	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	26.0	1.0	1.0	6	6	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	17.0	2.0	2.0	6	6	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Sept. 30, 1871	17.0	2.0	2.0	6	6	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Oct. 31, 1871	17.0	2.0	2.0	6	6	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Mar. 31, 1872	11.0	0.6	0.6	6	6	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Mar. 31, 1872	11.0	0.6	0.6	6	6	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Apr. 30, 1872	11.0	0.6	0.6	6	6	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Sept. 30, 1871	11.0	0.6	0.6	6	6	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	94.0	3.0	3.0	233	233	89	368	398	2,939,022	133,180	1,099,100	1,099,100	1,099,100	92,855	218.1	337,460	311,240	282,139	674,685	277,874	100	100		
Dec. 31, 1871	94.0	3.0	3.0	233	233	89	368	398	2,939,022	133,180	1,099,100	1,099,100	1,099,100	92,855	218.1	337,460	311,240	282,139	674,685	277,874	100	100		
June 30, 1871	111.0	24.0	24.0	140	140	40	2,104	2,104	6,421,283	2,064,502	17,442,945	17,442,945	17,442,945	675,068	443.7	916,082	1,702,245	1,357,388	7,848,110	1,521,710	100	100		
July 31, 1871	122.0	101.5	101.5	140	140	40	2,104	2,104	6,421,283	2,064,502	17,442,945	17,442,945	17,442,945	675,068	443.7	916,082	1,702,245	1,357,388	7,848,110	1,521,710	100	100		
Sept. 30, 1871	8.0	0.6	0.6	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Sept. 30, 1871	8.0	0.6	0.6	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Mar. 31, 1872	14.0	0.6	0.6	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Apr. 30, 1872	33.0	0.6	0.6	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,231	52,686	30,000	100	100		
Dec. 31, 1871	29.0	0.2	0.2	2	2	1	183	183	3,000,000	1,871,000	1,871,000	1,871,000	1,871,000	100	100	220,182	52,686	33,23						



Aug. 31, 1871	156.0	2.6	20	13	7	166 Lake Superior and Mississippi..... Minn.	7,031,950	*	5,125,000	7,700,000	211.0	(Leased to Pittsburg, Ft. W. & Chicago.)	428,225	10,233	7	100
Dec. 31, 1871	174.4	2.2	26	14	4	Lawrence, Atchison & N. W. Kan.	1,633,170		285,000	335,000	215	(Leased to Pacific Mo. & A. p. c.)	56,618	7	60	
Dec. 31, 1871	174.4	1.8	26	14	4	Leavenworth, Lawrence & Galv. Kan.	5,615,539		5,125,000	5,700,000	215	(Leased to Pacific Mo. & A. p. c.)	84,948	147,099	10	100
Nov. 30, 1871	102.5	2.6	171	32	20	Lehigh Valley..... Penn.	14,501,805.4	587,580	354,207	5,700,000	171.1	(Leased to Pacific Mo. & A. p. c.)	6,290,726	1,828,685	10	100
Dec. 31, 1871	102.5	2.6	42	2	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	233.2	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,919	8	100
Dec. 31, 1871	96.2	3.0	10	4	2	Little Rock and Ft. Smith..... Ark.	5,671,900	*	4,107,400	1,564,000	106.0	(Leased to Pacific Mo. & A. p. c.)	1,777,722	617,91		

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

**the asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained."**

[illegible]



Sept. 30, 1871	43.4	32.1	23	11	6	616	Providence and Worcester, R. I. & Mass.	1,674,043	567,747	138,703	121,483	2,000,000	300,000	110,084	81,892	48.3	454,072	1,898,891	452,266	829,219	206,813	10	100
Mar. 31, 1871	47.0	4.8	12	11	2	94	Raleigh and Gaston, N. C.	1,600,000	167,000	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Nov. 30, 1871	40.0	2.0	8	10	2	40	Reading and Augusta, N. C.	1,137,500	220,583	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	41.0	8.9	36	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	37	66	17	37	Reading and Columbia, N. C.	2,040,156	934,076	167,000	122,092	1,500,000	50,000	54,977	184,715	97.0	154,049	25,984	69,167	345,423	144,146	6	100
Sept. 30, 1871	40.0	10.0	3																				

## REFERRED &amp; GUARANTEED STOCKS

(Marked with an asterisk (\*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Div'ds Paid.	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	...
Blossburg and Corning,* guar.	250,000	5	5	...
Boston, Concord and Montreal, pref.	1,340,000	6	8	86
Buffalo, N. York and Erie,* guar.	950,000	7	7	74
Camden and Atlantic, pref.	753,695	7	7	74
Catawissa,* pref. and guar.	2,200,000	7	7	80
Cayuga and Susquehanna,* guar.	589,110	9	...	...
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	...
Central Ohio, preferred	400,000	7	7	40
Chester,* guar.	380,000	8	8	...
Chester, preferred	2,017,815	7	31	...
Chicago and Alton, pref.	2,425,400	7	10	113
Chicago, Iowa and Nebraska,* guar.	2,600,000	10	...	...
Chicago and Northwestern, pref.	20,370,293	7	90	...
Cleveland and Mahoning,* guar.	2,056,000	7	7	...
Cleveland and Toledo,* guar.	6,250,000	3	3	...
Cocheco, preferred	177,760	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89
Cumberland Valley, 1st pref.	241,900	8	8	114
" 2d pref.	242,000	8	8	...
Delaware,* guaranteed	694,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	...
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97
Dubuque Southwestern, pref.	330,308	7	7	...
Eastern (N. H.)* guaranteed	492,500	8	8	...
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	...
Elmira and Williamsport,* guar.	600,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	8,536,910	7	7	72
Evansville and Crawfordville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	52	...
Harrisburg and Lancaster,* guar.	1,182,550	7	7	...
Housatonic, preferred	1,180,000	8	4	...
Huntingdon & Broad Top Mountain, preferred	1,900,750	7	3	32
Joliet and Chicago,* guar.	1,500,000	7	7	...
Joliet and Northern Indiana,* guar.	300,000	8	8	...
Lackawanna and Bloomsburg, pref.	500,000	7	...	...
Leeds and Farmington,* guar.	...	5	...	...
Little Schuylkill,* guar.	2,646,100	7	7	...
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87
Marietta and Cincinnati, 1st pref.	6,586,135	6	26	...
" 2d pref.	4,051,744	6	14	...
Manchester and Lawrence*	1,000,000	9	...	...
Michigan Southern, guaranteed	586,800	10	10	...
Mill Creek and Mine Hill,* guar.	323,375	10	10	...
Milwaukee and St. Paul, preferred	9,744,268	7	7	76
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	...
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	...
New Haven and Northampton*	1,344,000	...	2	...
New York and Harlem, pref.	1,600,000	8	8	130
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	...
North Eastern (S. C.), preferred	156,000	8	8	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	99
Ohio and Mississippi, pref.	3,500,000	7	7	77
Paterson and Hudson,* guar.	630,000	8	8	...
Paterson and Ramapo,* guar.	248,000	5	5	...
Peoria and Bureau Valley,* guar.	1,200,000	6	...	...
Philadelphia and Erie*	5,996,700	...	...	...
Philadelphia and Reading, pref.	1,561,800	10	10	...
Philadelphia and Trenton,* guar.	1,099,720	10	10	...
Pittsfield and North Adams,* guar.	450,000	6	6	...
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	...
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	...
Portsmouth and Concord*	350,000	7	7	...
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	...
Rochester and Genesee Valley*	557,500	7	7	...
Rutland, preferred	...	7	60	...
St. Louis, Alton & T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,556	6	48	...
Schuylkill Valley,* guar.	576,000	5	5	...
Shamokin Valley & Pottsville,* guar.	869,450	5	5	...
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	...	...
" 2d pref.	1,308,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	90	...
Troy and Greenbush,* guar.	274,000	7	7	...
Vermont and Canada,* guar.	2,500,000	8	8	...
Warren,* guar.	1,408,300	7	7	...
White Mountains,* guar.	200,000	5	5	...
Wright's York & Gettysburg,* pref.	317,050	...	2	...
<b>CANAL STOCKS:</b>				
Delaware Division,* guar.	1,633,350	8	8	...
Morris, preferred	1,176,000	10	10	123
Schuylkill Navigation, pref.	2,888,997	6	28	...
Union, preferred	...	6	14	...
<b>MISCELLANEOUS STOCKS:</b>				
Cumberland Coal, pref.	...	6	...	...
Mariposa Mining, pref.	5,774,400	7	7	24

## WHOLESALE PRICE CURRENT.

<b>IRON—Duty:</b> Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 27 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, 25; Scrap Wrought, 25 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.		
Pig, Scotch—Coltness.....	per ton 53	@ 55
Gartsherric.....	49	@ 51
Glenarnock.....	—	@ 47
Eglinton.....	—	@ 45
Pig, American, No. 1.....	50	@ 51
Pig, American, No. 2.....	48	@ 49
Pig, American, Forge.....	—	@ 44
Bar, Refined, English and American.....	—	@ 120
Bar, Swedes, assorted sizes..... (gold)	120	@ 130
<b>STORE PRICES.</b>		
Bar, Swedes, 1½ x 1½ & 1½ x 1½ to 1½ x 1½ sq. 1½ to 5½ x 1½ & 1½ to 2 sq. 6 to 12 x 1½ & 1½ to 1½ x 1½ to 2 in. rd. & sq. 1 to 6 in. x 1 to 1 in.....	105	@ —
Bar, Refined, 1½ to 6 by ½ & 5-16 in.....	110	@ —
Bar, Refined, 1½ by ½ & 5-16.....	112 50	@ —
Large Rounds, 2½ to 2½ to 3½ to 4 in.....	112 50	@ 125
Scroll.....	120	@ 150
Ovals and Half-round.....	130	@ 150
Band, 1 to 6 in. by 3-16 to No. 12.....	—	@ 122 50
Horse Shoe.....	117 50	@ 127 50
Rods, ½ to 3-16 inch.....	110	@ 152 50
Hoop, ½ by No. 22 to 1 & 1½ by 13 & 14.....	127 50	@ 172 50
Nail Rod.....	per lb.	@ 9
Sheet, Russia, as to assortment..... (gold)	16	@ —
Sheet, Single D. and T. Common.....	7	@ 8
Sheet, Doubles and Trebles, Charcoal.....	8½	@ 9
Sheet, Galvanized.....	List 15	per ct. disc.
Rails, English..... (gold).....	per ton 70	@ 72
Rails, American, at Works in Penna. c'y.	80	@ 85
Anvils, (Eagle).....	per lb. currency.	@ 9
<b>STEEL—Duty:</b> Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)		
English, Cast (2d and 1st quality).....	per lb.	18 @ — 22
English Spring (2d and 1st quality).....	—	94 @ — 104
English Billet (2d and 1st quality).....	—	11½ @ — 16
English Machinery.....	—	11½ @ — 14
English German (2d and 1st quality).....	—	11½ @ — 12
American Billet.....	—	@ — 11½
American, Cast, Tool.....	—	@ — 17
American, Spring.....	—	@ — 11
American Machinery.....	—	@ — 11½
American German.....	—	@ 9
<b>NAILS—Duty:</b> Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.		
10d. to 6d. Common.....	per keg \$	@ 6 —
8d. and 9d. “.....	—	@ 6 25
6d. and 7d. “.....	—	@ 6 50
4d. and 5d. “.....	—	@ 6 75
3d. “.....	—	@ 7 50
Cut, 2d and 3d. Fine.....	—	@ 8 25
4d. and 4½ Sugar Box.....	—	@ 7 —
Cut Spikes, all sizes.....	—	@ 6 25
Horse Shoe, Forged (No. 10 to 5).....	per lb.	21 @ — 33
Copper.....	—	@ — 45
Yellow Metal Sheathing and Slatting.....	—	@ 27 @ — 30
<b>TIN—Duty:</b> Pig, Bar and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.		
Banca..... (gold).....	per lb.	35 @ — 30
Straits..... (gold).....	—	29½ @ — 30
English..... (gold).....	—	@ — 30
Plates—Fair to good brands.....	Gold.....	Currency.....
I. C. Charcoal.....	per box 10 75 @ 11 25	12 75 @ 13 25
I. C. Coke.....	9 — @ 9 75	10 50 @ 11 50
Coke Terne.....	8 75 @ 9 25	10 25 @ 10 75
Charcoal Terne.....	9 25 @ 10 —	10 75 @ 11 75
<b>PETROLEUM—Duty:</b> Crude, 20 cents; Refined 40 cents per gallon.		
Crude, 40 @ 48 gravity (in bulk).....	—	12½ @ —
Crude, 40 @ 47 gravity (in shipping order).....	—	17 @ — 17½
Refined, Standard White (in ship's order).....	—	20½ @ — 27½
Refined, S. W. (in jobbing lots).....	—	27½ @ — 28
Refined, S. W. (in tin).....	—	30 @ — 31
Naptha, Refined, (65 @ 73 gravity).....	—	17½ @ — 18
Residuum.....	per bbl.	12 @ — 12½
<b>COPPER—Duty:</b> Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.		
Copper, New Sheathing, (over 12 oz.) per lb.....	—	@ 43
Copper, Bolts.....	—	@ 45
Copper, Braziers' (over 16 oz.).....	—	@ 45
Copper, Nails.....	—	@ 45
Copper, Old Sheathing, &c., mixed lots.....	—	26 @ — 28
Copper, English Pig.....	—	28 @ — 28½
Copper, American Ingot.....	—	30½ @ — 31
<b>LEAD—Duty:</b> Pig, 2¢ per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.		
Spanish..... (gold) per 100 lb.	6 55	@ 6 62½
German..... (gold) 6 55 @ 6 62½	—	—
English..... (gold) 6 62½ @ 7 —	—	—
Bar..... (gold) — @ 9 25	—	—
Sheet.....	—	@ 11
Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr lb.	—	—
<b>COAL—Duty:</b> Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.		
Newcastle Gas.....	per ton of 2240 lb.	nominal.
Liverpool Gas Cannel.....	—	@ 18
Liverpool House Cannel.....	—	@ 22
Anthracite (by cargo).....	per ton of 2000 lb.	5 @ 6

## New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 4.

	Th. 28.	F. 29.	Sat. 30.	M. 2.	Tu. 3.	W. 4.
Antion Co.....	105	105½	106	106	104	104
Central Pacific 6s.....	100½	101	100½	101	101	101
Central of N. Jersey.....	103	103½	103½	103	102½	102½
Chicago & Alton.....	110½	110	111	111	111	111
" pref.....	113	113	113	113	113	113
" 1 M.....	104	104	104	104	104	104
" S. F.....	104	104	104	104	104	104
" Inc. bds.....	104	104	104	104	104	104
Chicago, Burl. & Q.....	135	137	137	137	137	137
" 8s, 1883.....	112	112	112	112	112	112
Chic. & Northwestern.....	85	86½	88	87½	86½	86½
" pref.....	90½	91	91½	91	90½	90½
" 1st M.....	98	98	98	98	98	98
" S. F.....	100	100	100	100	100	100
" Consol.....	93	92	92	92	92	92
Chic. Rock Isl. & Pac.....	110½	111½	111½	111½	113	113
Chl., R. I. & Pa. 7s, 1896.....	102	102½	102½	102½	102½	102½
Clev., Col. & Ind.....	89	89	89	89	89	89
Clev. & Pittsburg guar.....	87½	87½	87½	87½	88	88
" 2 M.....	97	97	97	97	97	97
" 3 M.....	97	97	97	97	97	97
" 4 M.....	97	97	97	97	97	97
Clev. and Toledo.....	87	87	87	87	87	87
" S. F. 7s.....	100	100	100	100	100	100
Col., Chl. & Ind. C.....	34½	34½	34½	34½	34	34
" 1 M.....	86½	86½	86½	86½	87	87
" 2 M.....	73	73	73	73	73	73
Del. & Hudson Canal.....	117½	117½	117½	117½	117½	117½
Del. Lack. & Western.....	96½	96½	96½	96½	96½	96½
" 1 M.....	96½	96½	96½	96½	96½	96½
" 2 M.....	96½	96½	96½	96½	96½	96½
Erie Railway.....	53	52½	53	53	52½	52½
" pref.....	73½	73½	73½	73½	73	73
" 1 M. 7s, 1897.....	102	102	102	102	102	102
" 2 M. 7s, 1879.....	98	98	98	98	98	98
" 3 M. 7s, 1883.....	96	96	96	96	96	96
" 4 M. 7s, 1880.....	92	92	92	92	92	92
" 5 M. 7s, 1888.....	90½	90½	90½	90½	90½	90½
" 7s, con. gold.....	90½	90½	90½	90½	90½	90½
Great Western 2d mort.....	117	117	117	117	117	117
Hannibal & St. Joseph.....	34	34	34	34	34	34
" pref.....	61	61	61	61	61	61
" 8s, conv.....	88	88	88	88	88	88
Hudson River.....	104	104	104	104	104	104
" 2 M. S. F.....	104	104	104	104	104	104
" 3 M. 7s, 1875.....	104	104	104	104	104	104
Illinois Central.....	128	128	128	128	128	128
" bonds.....	128	128	128	128	128	128
Lake Shore & Mich. S'th.....	94½	94½	94½	94½	94½	94½
Lake Shore Div. bonds.....	93½	93½	93½	93½	93½	93½
Marietta & Cin. 1st pref.....	93	93	93	93	93	93
" 2d pref.....	93	93	93	93	93	93
Michigan Central.....	114½	115½	116	117	117	117
" S. F. 8s, 1882.....	101½	101½	101½	101½	101½	101½
M. S. and N. I. 1 M. S. F.....	101½	101½	101½	101½	101½	101½
" 2 M.....	97½	97½	97½	97½	97½	97½
Mariposa Mining Co.....	1	1	1	1	1	1
" pref.....	24	24	24	24	24	24
Milw. and St. Paul.....	53½	54½	54½	54½	53½	53½
" pref.....	76	76	76	76	76	76
" 1st mort.....	93	93	93	93	93	93
" 2d mort.....	93	93	93	93	93	93
" 8s.....	93	93	93	93	93	93
" 7 3-10s con.....	93	93	93	93	93	93
" 7s, gold.....	98½	98½	98½	98½	98½	98½
Missouri 6s.....	95	95	95	95	95	95
" H. & St. J. 1st.....	91	91	91	91	91	91
Morris and Essex.....	102	102	102	102	102	102
" 1st mort.....	97½	97½	97½	97½	97½	97½
" 2d mort.....	97½	97½	97½	97½	97½	9



## New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 4.

Th. 28. F. 29. Sat. 30. M. 2. Tu. 3. W. 4

## FEDERAL STOCKS:—

U. S. 6s, 1874, reg.	110	110	110	110
U. S. 6s, 1874, coup.	110	110	110	110
U. S. 6s, 10-40s, reg.	108	108	108	108
U. S. 6s, 10-40s, coup.	108	108	108	108
U. S. 6s, 1881, reg.	110	110	110	110
U. S. 6s, 1881, coup.	110	110	110	110
U. S. 6s, 6-20s, reg. '62.	113	113	113	113
U. S. 6s, 6-20s, c. 1862.	113	113	113	113
U. S. 6s, 6-20s, reg. '64.	113	113	113	113
U. S. 6s, 6-20s, c. 1864.	113	113	113	113
U. S. 6s, 6-20s, reg. '65.	113	113	113	113
U. S. 6s, 6-20s, c. 1865.	113	113	113	113
U. S. 6s, 6-20s, r. n. '65.	115	115	115	115
U. S. 6s, 6-20s, c. n. '65.	115	115	115	115
U. S. 6s, 6-20s, reg. '67.	116	116	116	116
U. S. 6s, 6-20s, c. 1867.	116	116	116	116
U. S. 6s, 6-20s, reg. '68.	115	115	115	115
U. S. 6s, 6-20s, c. '68.	115	115	115	115
U. S. 6s, Pac. R.R. issue.	114	114	114	114

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 3.

W. 27. Th. 28. F. 29. Sat. 30. M. 2. Tu. 3

Catawissa preferred	43	43	43	43
Camden and Amboy	98	98	98	98
.. 6s, 1875	98	98	98	98
.. 6s, 1883	98	98	98	98
.. 6s, 1889	94	94	94	94
.. mort. 6s, '89 94	94	94	94	94
Elmira & Williamsport	94	94	94	94
.. pref.	94	94	94	94
.. 7s.	94	94	94	94
Lehigh Navigation	38	38	38	38
.. 6s, 1884	88	88	88	88
.. Gold L.	96	96	96	96
.. R. R. L.	96	96	96	96
.. Conv. L.	82	82	82	82
Lehigh Valley R.R.	59	59	59	59
.. 6s new coup.	59	59	59	59
.. 6s new reg.	59	59	59	59
Little Schuylkill R.R.	53	53	53	53
.. 7s.	53	53	53	53
Minchill	63	63	63	63
Morris Canal	123	123	123	123
.. pref.	123	123	123	123
North Pennsylvania	99	99	99	99
.. 6s, 1889	99	99	99	99
.. 7s.	99	99	99	99
.. 10s, 1887	99	99	99	99
Northern Central	35	35	35	35
Oil Creek & Alleg. Riv. 35	35	35	35	35
.. 7s.	35	35	35	35
Pennsylvania R. R.	56	56	56	56
.. 1st M.	101	101	101	101
.. 2d M.	94	94	94	94
.. Gen. mort.	94	94	94	94
.. reg. 93	94	94	94	94
Penn. State, 6s, 1st series	101	101	101	101
.. 6s, 2d series	101	101	101	101
.. 6s, 3d series	109	109	109	109
Philadelphia City, 6s	98	98	98	98
.. new	102	102	102	102
Philad., Germ. & Nor.	85	85	85	85
Philad. & Reading	58	58	58	58
Philadelphia and Erie	26	26	26	26
.. 6s.	26	26	26	26
.. 7s.	92	92	92	92
Phila., Wilm. & Balt.	54	54	54	54
Schuylkill Navigation	14	14	14	14
.. pref.	14	14	14	14
.. 6s, 1882	76	76	76	76
.. 6s, 1876	76	76	76	76
.. 6s, 1872	76	76	76	76
United Co. of N. Jersey	124	124	124	124
Heatonville, (Horse)	18	18	18	18
Chestnut & Wal.	59	59	59	59
Green & Coates	59	59	59	59
2d and 3d streets	59	59	59	59
Spruce and Pine	59	59	59	59
15th and 16th sts.	59	59	59	59

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 3.

W. 27. Th. 28. F. 29. Sat. 30. M. 2. Tu. 3

Baltimore City 6s, 1875	96	96	96	96
.. 1886	96	96	96	96
.. 1890	96	96	96	96
.. 1884	96	96	96	96
.. 1900	153	153	153	153
Balt and Ohio	153	153	153	153
.. bonds, 1875	153	153	153	153
.. 1880	153	153	153	153
.. 1885	94	94	94	94
Marietta & Cin. 1st M.	98	98	98	98
.. 2d M.	87	87	87	87
.. 3d M. 8s.	84	84	84	84
Northern Central	37	37	37	37
.. bonds, 1885	87	87	87	87
.. 1900	93	93	93	93
Pittsb. & Connellsv. 7s	93	93	93	93
N. W. Va. 1st mort.	94	94	94	94
.. 2d mort.	94	94	94	94
.. 3d mort.	94	94	94	94
Virginia 6s, Consol.	15	15	15	15
Defer. Certif.	15	15	15	15
City Passenger R. R.	15	15	15	15

## Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 4.

Th. 28. F. 29. Sat. 30. M. 2. Tu. 3. W. 4

Boston and Albany	144	146	146	146
Boston and Lowell	128	129	130	130
Boston and Maine	147	146	148	148
Boston and Providence	147	146	148	148
Boston, Hartford & Erie	40	42	42	43
.. 7s, new	40	42	42	43
Cheshire, pref.	81	81	81	81
Chl. Burl. & Quincy	117	117	117	117
Concord	103	103	104	104
Connecticut River	103	103	104	104
Eastern	103	103	104	104
Fitchburg	114	115	115	116
Manchester & Lawr'ce	114	115	115	116
Michigan Central	114	115	115	116
Northern, N. H.	114	115	115	116
Ogdens & Lake Champ.	69	69	70	70
.. pref.	88	88	88	88
Old Colony & Newport	112	112	112	113
Ph., Wil. & Baltimore	55	54	54	54
Port'd, Saco & Ports.	85	86	87	87
Union Pacific	85	86	87	87
.. Land Grant 7s.	79	79	79	79
.. Income 10s.	79	79	79	79
Vermont & Canada	90	90	90	90
Vermont & Mass.	83	83	83	83
South Boston (Horse)	100	100	100	100
Cambridge	62	62	63	63
Metropolitan	62	62	63	63
Middlesex	15	15	13	13
Central Mining Co.	8	8	8	9
Copper Falls	4	4	4	4
Franklin	4	4	4	4
National	4	4	4	4
Pewabic	43	44	44	45
Quincy	43	44	44	45

## London Stock Exchange.

—Closing Prices.—

	Nov. 15.	Nov. 8.
Atlantic & Gt. W. 1st mort., \$1,000.	72	74
Do. 2d mort., \$1,000.	61	63
Do. Con. mort. B'nds Bisch's Cert.	35	37
Do. Reorg. Scrip.	95	97
Do. Leas. Lines, Rental Bonds.	85	87
Detroit & Milwaukee 1st mort. Bonds	71	74
Do. 2d do.	71	74
Erie shares 100 dol. all paid.	40	41
Do. Ticket of Protec. Com. attached	90	92
Do. 6 per cent Convertible Bonds.	90	92
Do. European Agency Certificates	90	92
Illinois Central \$100 shares all paid.	96	99
Do. Redemption mort. bonds 6 p.c.	99	101
Illinois & St. Louis Bridge 1st mort.	96	98
Marietta and Cincinnati Rail. Bonds.	82	85
Michigan Central 8s 1882, conv.	90	100
Panama 2d mort.	92	94
Panama General mort.	92	94
Pennsylvania, 2d mort.	96	98
Do. General mort.	95	96
Do. \$50 shares.	45	47
Philadelphia and Erie 1st mort.	93	95
Do. with option to be paid in Phila.	93	95

## American Railroad Journal.

Saturday, December 7, 1873.

## Stock Exchange and Money Market.

Money has been in quite active request for speculative use, throughout the week, and the ruling rate to the leading street borrowers has been 7 per cent. currency and gold. Private lenders have been rather less liberal of aid. The city banks have been somewhat freer in their advances. The market throughout has been a firm one as against parties in need of aid. The discount movement has been comparatively close, though the best grades of business paper met with a freer sale within the range of from 10 @ 12 @ 15 per cent. per annum. The President's annual message, and the accompanying documents, especially the report of the Secretary of the Treasury, have been chief topics of remark in financial and business circles, and generally treated with favor. The death of Mr. GREELEY, founder and editor of the *Tribune*, elicited an unanimous expression of sorrow and sympathy. At the close, Money was working somewhat sharply against speculative borrowers. The last bank statement was deemed encouraging. Our city banks have been gainers in the line of their legal tender re-

serve, and also in their specie average. Their deposit line has been augmented handsomely. They enlarged their loan and discount slightly. The U. S. Sub-Treasury added to its coin reserve about  $\frac{1}{4}$ th of a million and reduced its currency balance about an eighth of a million.

The Secretary of the Treasury calls in the three-per-cent. certificates from November 7, 1868, to November 22, 1868, of the denominations of \$5,000 each, numbered from 5,178 to 5,403, inclusive, and of the denomination of \$10,000 and numbered from 4,801 to 4,822, inclusive. The amount of the certificates described is \$850,000, upon which the interest ceases January 31, 1873.

The aggregate of U. S. currency outstanding on the 1st inst. was \$402,607,633.

The receipts of the United States Sub Treasury, in this city, in November, from all sources, were 44,708,140, including \$7,747,001 in coin from customs; payments, \$55,092,865, including \$6,957,456 of coin interest.

The U. S. Sub-Treasury office last week received \$4,536,859 of currency, and \$3,388,149 of gold, the latter including \$1,181,000 from customs; and disbursed \$3,680,903 of currency and \$3,182,447 of gold, the latter embracing \$624,045 of coin interest. The U. S. Sub-Treasury held a currency balance on Wednesday morning of \$22,033,955 and a coin reserve of \$44,808,802.

The city banks, in their latest return, show an increase of \$1,270,200 of legal tender notes, of \$846,000 of specie, of \$2,263,700 in their deposits, and of \$95,700 in their loan and discount averages, with a decrease of \$5,900 in their item of circulation. The city bank exchanges, last week, averaged 135  $\frac{1}{2}$  millions. The banks now hold \$2,745,150 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$12,947,200, against \$18,074,700 same time last year. The city bank deposits are now \$201,915,300 against \$223,514,500, week ending Dec. 2, 1871. The legal tender reserve amounts to \$47,169,500, against \$52,408,900 same time last year. The circulation now stands at \$27,570,900 against \$30,106,900 same time last year. The loans are now \$276,560,000 against \$292,316,900 at this date last year.

The coin reserve of the city banks is now slightly under 18 millions as against about 29  $\frac{1}{2}$  millions on the 20th of July; the legal tender reserve is about 47  $\frac{1}{2}$  millions against about 55  $\frac{1}{2}$  millions on the statement of June 15th; and the deposits are now about 202, millions, against 247  $\frac{1}{2}$  millions on the 20th of July.

Government revenues have been on a limited scale, since our last. The excises yielded within the week about two millions and thus far in the current fiscal year beginning with July 1, 1872, \$53,289,548. The customs at the port of New York last week were \$1,092,956, and at the out-ports, equal to about \$350,000, all in coin or coin certificates.

Gold has been moderately active, through the week, the inquiry having been mainly on speculative account and the export and customs call having been light. The price was steadier than usual of late, and the market closed firm. The range of the price during the week has been

from 112½@113½, and the quotation on Wednesday was 112½ against 112½ the preceding Wednesday. The specie outflow last week, was only \$470,171. The Gold Exchange Bank clearances have averaged about 65 million per day during the week.

The Treasury Department proposes to buy \$4,000,000 of 5-20s during December and sell \$4,000,000 gold, one million each week, on the usual days excepting, of course, holidays.

The customs demand for Gold last week, averaged \$236,200 a day. The arrivals of specie from Europe, Havana and other foreign ports since Jan. 1, 1872, were \$5,347,772 against \$8,409,313 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been \$136,867,270 against \$146,253,017 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, \$72,335,357, against \$80,657,990 during the same time in 1871.

The export drain of specie was \$470,171 last week, against \$556,614 same week preceding year. The shipments since January 1, 1872, have been \$67,561,700 against \$60,157,277 during the same portion of 1871.

Foreign Exchange has been in rather more demand and somewhat stronger and steadier as to price. Bankers' sixty day bills on London closed on Wednesday at 108½@108¾; sight bills on London, 110@110¼. The week's exports of domestic produce were to the currency value of \$4,344,898.

Government securities have been in more confident request, chiefly for investment purposes, at stronger prices, especially the later issues of the Five Twenties, which closed buoyantly. The public debt statement for Dec. 1, indicated a further liquidation of \$1,198,229 in November.

On Wednesday, Government bought in \$560,600 of the offered Five-Twenties at from 112 62 @112 74. The aggregate offering was only \$820,300 @112 59@112 99.

U. S. sixes of 1881 at the opening on Wednesday of the current week were quoted at 117½@117¾; U. S. Five-Twenties of 1862, 112½@113½; U. S. Five-Twenties of 1864 at 112½@113½; U. S. Five-Twenties of 1865, 113½@113¾; U. S. Five-Twenties of 1865 consolidated, 115½@115¾; U. S. Five-Twenties of 1867, 116½@116¾; U. S. Five-Twenties of 1868, 115½@116; U. S. Tentforties at 109¼@109¾; U. S. Fives of 1881 (Funding Loan) 110@110¼; Six per cent. currency Sixes from 112½@112¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 20.	Nov. 27.	Dec. 4.
Consols .....	92½	92¾	91¾
U. S. 5-20s, 1865 .....	90½	91½	91¾
" 1867 .....	93	93¾	94
" 10-40s .....	87¼	87½	88¼
New Fives of 1881 .....	88½	88¾	88¾
Erie .....	41½	41¾	42½

State bonds have been in fair investment demand and quoted somewhat steadier in price though the activity in Money was against free dealings.

Dispatches from the New River Division of the Chesapeake and Ohio Railroad state that the gap separating the Eastern from the Western Division,

both of which are in operation, is now only 20 miles, and is being steadily reduced. Early in the new year, therefore, this line will be in continuous operation from the Richmond wharves to the Ohio River at Huntington, a distance of 420 miles.

Railway and Miscellaneous share property has been quite active and generally quoted stronger, though toward the close the market was variable and somewhat heavy.

Railway Mortgage Loans have been more sought after, on investment account and generally quoted firm. Central Pacific Sixes closed at from 100½@101½.

The Metal interests have been unusually tame, and much depressed. Copper has been dull and unchanged; 100,000 lbs. Ingot sold at 31c, cash, and 50 tons English, part to arrive, at 28½c. per lb. Iron has been very dull and quoted lower with Eglinton Pig at \$45@46; Glengarnock at \$47@48; No. 1 Lehigh Pig at \$50@52; No. 2 at \$49@50; English Rails at \$70@72, (gold,) and American Rails at \$82@85. Pig lead has been more active, 200 tons ordinary foreign having been sold at 6½c.@6¾c., gold per lb. Spelter and Zinc have been inactive and somewhat nominal as to price. Tin depressed and again quoted cheaper, with Straits and English at 29½c. @30c., gold; I. C. Charcoal Plates at \$10 25@10 50; Charcoal Terne at \$9@9 75; I. C. Coke at \$8 50@9 50, and Coke Terne at \$8@8 75, gold, per box. Sales, 50 slabs Straits on private terms; 300 boxes I. C. Charcoal Plates at \$10 50, gold, for 10x14, and 250 boxes Charcoal and Terne, on private terms.

General business has been much less active, outside of a few leading articles of domestic produce. Breadstuffs closed steady; Provisions weak. Middling upland cotton, left off on Wednesday at 19½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,213,574 bales, against 947,523 bales same time in the preceding year; exports 528,700 bales against 401,800 bales in the previous year; stock at the ports at latest dates, 422,200 bales against 378,900 bales same date 1871.

At the Live Stock Markets, Beeves have been in good demand at from 7@15 cts.; Veals in less request at 6@10½ cts.; Sheep more sought after at from 4@7 cts.; Lambs 6@8½ cts.; Swine, at 4½@4¾ cts. per lb., all live weight. The week's receipts were 7,351 Beeves, 1,821 Veal Calves, 30,950 Sheep and Lambs, and 59,809 Swine.

Foreign goods have been moderately dealt in at about former prices as a rule. Sugars declined ¼ct. per lb. The week's imports of foreign goods reached the amount of \$6,253,692, including \$1,230,080 of dry goods.

Ocean freights have been more active and quoted firmer with the demand for room chiefly for Cotton, Grain, Flour, Tobacco, Provisions and Petroleum.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey Southern R. R., 26½; St. Louis and Iron Mt. R. R., 95; do. 1st mort., 95; New York, New Haven and Hartford R. R., 140; Louisville and Nashville R. R., 79; Cedar Falls and Minnesota 1st mort., 81; Clev., Col., Cin. and Ind. 1st mort., 100½; Boston, Hartford

and Erie R. R., 7¾; do. 1st mort., 42½; Toledo, Peoria and Warsaw 1st mort., W. D., 88; do. 2d mort., 81½; Ohio and Mississippi 2d mort., 85; do. consols, 96; Mil. and St. Paul, Iowa Div., 89½; Central of New Jersey 1st mort., new, 102½; Gt. Western 1st mort. 1888, 95½; Central Pacific State Aid bonds, 110; Am. Dock and Imp. 7s, 97; Chicago and Northwestern Interest bonds, 91; Buffalo and Erie 7s, new, 95; Detroit, Monroe and Toledo 1st mort., 97; Burlington, Cedar Rapids and Minnesota 1st mort., 88½; Albany and Susquehanna 2d mort., 94; Clev. and Pittsburgh consols, 94; Western Union Tel., 76; Quick-silver pref. 56; U. S. Exp., 81¾; Am. Mer. Union Exp., 70¾; Adams Express, 93¾; Wells-Fargo Exp., 88; New Central Coal, 48½; Consol. Coal of Md., 48¾; American Coal, 59; Maryland Coal, 22; Spring Mt. Coal, 60; Brooklyn 6s, W. L., 94¾; do., Park Loan, 93; Atlantic Mail S. S. Co., 14; North Carolina Fund Act 1866, 28; do. 6s, issued to N. C. R. R., 49; N. Y. State 7s, B. L. coup., 106½; Missouri 6s, Asylum bonds, 90¼; South Carolina 6s, new, Jan. and July, 24; do. Apl. and Oct., 30.

Philadelphia.—Susq. Canal 6s, 76; Philadelphia and Reading Gen'l mort. 7s, coup., 99¾; do. new, con., 101¼; Catawissa R. R., 19½; do. priv., 31¾; do. 7s, new, 99¾; Belvidere Delaware 2d mort., 82; Huntingdon and Broad Top Mt. R. R., 12½; do. pref., 16; do. 1st mort., 102½; do. consols, 60¾; Phil. Wil. and Balt. 6s, conv., 109; Pennsylvania and New York Canal 7s, 95; Schuylkill Nav. Boat Loan, 80; Lehigh Nav. conv. gold loan, 93; Allegheny Valley 7 3-10s, 94; Delaware 6s, 102; Pittsburgh, 5s, 74. The latest quotations are: City 6s, 95@—; do. free of tax, 99¾@99½; Pennsylvania State 6s, 1st series, 101¼@103; do. 2d series, 106¼@107; do. 3d series, 109@109½; Philadelphia and Reading, 58¼@58¾; do. Gen'l mort. 7s, coup., 99½@—; do. reg., 100@—; do. mort. 6s, 1880, 95@95½; do. 7s, new, con., 101@101½; United New Jersey R. R. and Canal Co., 123@123½; Camden and Amboy mort. 6s, 1889, 94@94½; do. 1883, 92@92½; do. 1889, —@90; Pennsylvania R. R., 56¼@56¾; do. 1st mort., 101@101½; do. 2d mort., 97@97; do. General mort. coupon, 94@94; do. reg., 94¼@94¾; Little Schuylkill R. R., 47@48; Morris Canal, 50@51; do. pref., 123½@124; do. 6s, 92@—; Susquehanna Canal, 7@8; do. 6s, 75½@76½; Schuylkill Nav., 7@7½; do. pref., 13¾@14; do. 6s, 1882, 76@77; do. 1872, 78@80; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 96@96; do. 5s, 56@—; Lehigh Coal and Navigation, 38¾@38¾; do. 6s, 1884, 87@88; do. R. R. Loan, 93@94; do. Gold Loan, 95@96; North Pennsylvania, 49½@50; do. 6s, 99@99¾; do., 7s, 94@95; do. Chatte 10s, —@110; Philadelphia and Erie, 27½@28; do. 6s, 88@90; Minehill, 53½@54; Catawissa, 19@20; do. pref., 42½@43; do. 7s, 1900, 99½@100; Lehigh Valley, 58¾@59; do. 6s, new coupon, —@95½; do. reg., —@95; do. 7s, 104@—; Fifth and Sixth streets, (horse,) 48@52; Second and Third, 59@59¼; Thirteenth and Fifteenth, 18@19; Spruce and Pine, 33@33; Green and Coates, 42@—; Chestnut and Walnut, 57@59; Hestonville, 18@19; Union, —@73; Germantown, 33½@38.

Boston.—Vermont Central 1st mort., 43; Cincin-



nati, Sandusky and Cleveland R. R., 17½; do. 7s, 80; Eastern R. R. 6s, 1874, 97; Cedar Rapids and Missouri 7s, 1891, 89; Vt. Central and Vt. and Canada 8s, 1875, 81½; Rutland scrip, 95; Old Colony and Newport 7s, 1877, 100½; Michigan Central R. R., 8s, 1890, 105¼; Boston and Albany 7s, 1892, 105; Eastern (N. H.) R. R., 98; Conn. and Pass. Rivers R. R. pref., 89¾; Portsmouth, Gt. Falls and Conway R. R., 94½; Taunton Branch, 113¼; Cary Imp., 10½; Essex Co., 115¼; Boston Water Power, 47½; Waverly Land, 3½; Maine 6s, 1902, 99½; do. 1889, 100; New Hampshire 6s, 1902, 97½; Massachusetts 5s, 1894, gold, 98¼; Boston 6s, 1877@1880, currency, 98; do. 5s, 1886, gold, 95¼; do. 1878, gold, 98¾; do. 1874, gold, 107¾; Bangor 6s, 1874, 95½; Cincinnati 7s, 1892, 101; Chicago 7s, 1899, 96; do. 7s, 1887, 96½; do. 6s, 1874, 97; do. 1882, 87¼; Cleveland, O., 7s, 1872, 99½; do. 1892, 100¾; St. Louis 6s, 1888, 86¾; Lowell 6s, 1890, 95¾; Bath 6s, 1891, 90¾; St. Louis County 7s, 95; Hartford 6s, 1881, 95½; Portland 6s, 1886, 93¼; Cook Co., Ill., 7s, 1885, 95¾; Calumet and Hecla, 149¼; Hanover, 1¼; International Silver, 1¾; Mesnard, 1¾; Pontiac 85c.; Petherick, 2½; Ridge, 11; St. Clair, 2¼; Superior, 25c.; Shuniah Silver, 2; Tremont, 1½.

Baltimore.—Maryland Defense 6s, 103¾; Virginia 6s, old, coupon, 42; do. Consol. 6s, reg., 50; do. new, peelers, 48; Norfolk Water bonds, 88¼; Memphis City 6s, 53½; Central Ohio R. R. pref., 40; do. 1st mort. 85¾; Orange and Alexandria 4th mort. 8s, 83¾; Orange Alex. and Manassas 7s, 80½; Virginia and Tennessee 3d mort. 8s, 91¾; Northern Central 6s, 1900, gold, 94¼; Western Maryland 2d mort guar., 97. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94¼@95; Baltimore and Ohio, 154½@155; do., 6s, 1875, 97½@98¾; do., 1880, 95½@96½; do., 1885, 94@94¾; Parkersburg Branch, 11@19; Washington Branch, 136@150; Northern Central 37½@37¾; do. 6s, 1885, 94@94½; do., 1900, 86½@87; do., 6s, 1900, gold, 94@94; N. W. Va. 1st mort., 102@105; do., 2d mort., 101@101½; do., 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 98½@99; do., 2d mort., 7s, 87@87¼; do., 3d mort., 8s, 84½@85; Central Ohio, 36@40; do., pref., 38¼@40; do. 1st mort., 85¼@85½; Western Md. 1st mort. 6s 1890, 90@92; do. 1st mort. guar., 97@100; do., 2d mort. guar., 94@97; do. 3d mort., guar., 90@96; do. 2d mort pref., 70@83; do., 2d mort. guar. by Wash. ington Co., 84@87; Richmond and Danville 1st mort., 75@77; Orange and Alexandria 1st mort., 6s, 93@—; do., 2d mort. 6s, 86½@87; do., 3d mort. 8s, 91@95; do., 4th mort. 8s, 82¾@83½; Orange, Alex. and Manassas 7s, 80¼@81; Virginia and Tennessee 1st mort. 6s, —@103; do., 6s, 2d mort., 78½@80; do. 8s, 3d mort., 91¼@91¾; Baltimore 6s, 1875, 95¾@96¾; do., 1884, 96@96; do. 1886, 97¾@98½; do., 1890, 96½@97; do., 1893, —@97; do. 1893, exempt, 99@100; do., 1900, exempt, 96¼@96½; do. 1900, new, —@98; do. 1902, 97@97½; Memphis City 6s, 53@53¾; Maryland 6s, 1890, 95@—; do. Defense Loan, 1883, 103¾@104¼; Virginia 6s, old, 88@89; do. consol. 6s, 55¼@56¾; do. reg., 50@51; do. Peelers, 48@50; West Virginia, 15½

@16; City Passenger R. R., 21@25; George's Creek Coal, 100@105.

#### A Narrow Gauge Mountain Railroad.

Work has at last begun in good earnest on a narrow gauge railroad to connect the mining district of Little Cottonwood with the Utah Southern. The practicability of such a road has elicited considerable discussion and has been doubted by many; but the report of the engineers who have been employed by the new corporation sets all doubts at rest. From the initial point at Sandy Station to the mouth of the canon the grade is 146 feet to the mile and very gradual. Up the canon to Alta it varies from 150 to 333 feet to the mile, which is to be considerably lessened by back-switching. Several miles will thus be added to the length of the line, which will be abundantly compensated by the lessened grade.

The road bed up the canon will be generally elevated above the wagon road, and will be constructed chiefly on the north side of the defile to secure the benefit of sunshine in keeping the track clear of snow in winter. Sheds will also be employed wherever necessary. By these means it is expected to keep the road open for traffic through the severest winters.

The locomotives ordered are of peculiar construction, having great steam capacity with less than the usual weight of iron. In these machines mechanical adhesion or traction takes the place of adhesion induced by the weight of the locomotive. This is effected by the application of a very simple and ingenious device, the invention of Col. James S. French, formerly president of the Washington and Alexandria railroad, running over the Long Bridge from the District of Columbia to the Virginia side of the Potomac. A third or supplementary pair of driving-wheels is swung in the rear of the ordinary drivers, and connected with the latter so as to revolve at the same rate of speed. These additional drivers have a grooved tread, and are hung in such a manner as to be lifted from contact with the track, at the will of the engineer. In climbing grades or starting trains the grooves sit astride the rail and compel advance motion with each revolution of the drivers, instead of allowing the wheels to "slip" as is ordinarily the case with heavy trains and steep grades. Numerous vexatious delays are thus avoided and greater rapidity of transit is secured. The invention has been tested on the Baltimore and Ohio railroad with very satisfactory results.—*Deseret News*.

#### Big Sandy Valley Railroad.

The stockholders of this company, at their meeting in Covington, Ky., on the 14th ult., completed their organization by electing the following named gentlemen Directors: James H. Laws, Cincinnati; Hon. C. H. Howland, St. Louis, Mo.; Grid. S. Shwenk, Nashville, Tenn.; D. E. Small, York, Pa.; E. Hulbert, Atlanta, Ga.; Hugh Colville, Cincinnati; O. D. Campbell, Cincinnati.

At a subsequent meeting of the Directors they organized by electing J. H. Laws, President; C. H. Howland, Vice President; Hugh Colville, Treasurer; B. F. Babcock, Secretary.

The *Railroad Record* says that this road, in connection with the Kentucky and Great Eastern, now under new management, will solve the coal question for Cincinnati.

Their engineers are already on the line, and work is being pushed energetically.

The fourth instalment of \$100 per share on 1,477 shares (\$738,500) Boston and Lowell Railroad new stock (par \$500) voted February 6, 1871, became due December 1. The fifth and last falls due July 1, 1873. Seven per cent. is paid on the instalments, or 6 per cent. on any sums anticipated.

#### Railroad Appointments.

Mr. Charles E. Graham has been appointed Assistant General Manager of the Western Division of the Pittsburg, Fort Wayne and Chicago Railway, from Crestline to Chicago; the Grand Rapids and Indiana Railroad; The Michigan Lake Shore Railroad, and the Cincinnati, Richmond and Fort Wayne Railroad, with his office at Fort Wayne, Indiana.

Mr. J. D. Layng has been appointed General Manager of the Eastern Division of the Pittsburg, Fort Wayne and Chicago Railway, from Pittsburg to Crestline; the Ashtabula, Youngstown and Pittsburg and the Erie and Pittsburg Railroads; and of the construction of the Mansfield and Lake Michigan and the Tiffin and Toledo Railroads, with his office at Pittsburg.

Mr. George Webb has been appointed Assistant General manager of the Pittsburg, Cincinnati and St. Louis Railroad, vice J. D. Layng, resigned, his office to be at Pittsburg. The appointments take effect December 1, 1872, by order of J. N. McCullough, General Manager.

#### Kentucky and St. Eastern Railroad.

This company has been organized by the election of Hon. Nathaniel Sands, president, and H. R. Hulbard, Treasurer. The *Cincinnati Railroad Record* says that this road, when constructed, will be the best and most important coal road that can be made to Cincinnati. Running up the south bank of the Ohio river to Catlettsburg, it will meet all the wants of the West Virginia and Big Sandy coal traffic, better and cheaper than any other line. Besides, with the construction of branch lines through Mason and Fleming counties to Rowan, coal can be reached within one hundred miles of the city, with a down grade all the way, from as good coal banks as can be found anywhere.

The earnings of the Union Pacific Railroad for October 1872, were \$980,706 11; and the expenses, \$538,878 35—leaving net earnings \$441,827 76. In October, 1871, the earnings were \$777,362 96, the expenses, \$395,322 31, and the net earnings \$382,040 65—showing an increase in earnings of \$203,343 15, in expenses of \$143,556 04, and in net earnings of \$59,787 11.

W. A. Gunn, chief engineer of the Cincinnati Southern railroad, assures the *Chattanooga Times* that the road will positively be commenced by next spring, but says that the route has not yet been decided upon. He intimated, however, that the work of construction would be commenced at both ends.

We understand that the railroad bridge across Lake Champlain at Ticonderoga and lease of the railroad to Port Henry, held by the Vermont Central Railroad Company (recently suspended), has been sold to the Delaware and Hudson Canal Company, and the construction of a railroad along side of that road has been discontinued.

At a recent meeting of the directors of the White River Valley and Texas railroad company, at Duvall's Bluffs, Ark., J. G. Botsford was elected president of the company, vice W. C. Hazledine, resigned. We understand there is some prospect of work being resumed on this enterprise at an early day.

## Journal of Railroad Law.

## RAILROAD COMPANIES—RIGHT TO EJECT PASSENGER FROM CAR UPON REFUSAL TO PAY CERTAIN FARE.

The late case of *Jackson vs. The Second Avenue Railroad Company*, (47 N. Y., 274,) was an action of assault and battery brought against the defendants, the railroad company and one John Roe, who is stated in the title to be thus named because his real name was not known, the conductor being intended.

The plaintiff in the fall of 1864, got into one of the company's cars at Peck slip, intending to get out at Fifty-ninth street. The fare to Forty-second street was five cents; above that by the charter, it was ten cents. Plaintiff tendered five cents fare. The conductor asked him six cents. Plaintiff asked for an explanation, and the conductor told him the fare had been raised to six cents, and pointed out to him a placard to the effect posted in the car. Plaintiff immediately "told the conductor he was not going to pay him six cents; that his fare was five cents and that was all he could get." The conductor caught him around the waist and stopped the car then put him out. Plaintiff refused to leave the car, and resisted. Conductor told him he would put him out if he did not pay the other penny. This he refused to do, and conductor collared him. Plaintiff seized the handle of the door to prevent being put out. The conductor then struck him one blow on the nose which abraded the skin and caused it to bleed.

The conductor proceeded no further in his attempt to eject him, and the plaintiff quietly rode to Fifty-ninth street, where he got out.

The following is the opinion of the court delivered by—

FOLGER, J.—If it be assumed as I think it may be, that the defendants' conductor had been instructed by them to demand of every passenger six cents as fare, and that he was also instructed and authorized by them to remove from the car any passenger who refused to pay that sum, then in this case the conductor was acting in the line of his duty to them and of his authority from them in attempting to remove the plaintiff from the car. The six cent fare had been demanded of the plaintiff; he had refused to pay it, he had been told that he would be removed unless he paid it and he still refused. The conductor then seized him, and attempted his removal, and while thus engaged struck the blow more particularly complained of. It cannot be doubted but that the defendants are so far responsible for the act of the conductor, their agent, that if they had not the right to demand the six cents fare, and hence had not the right to remove any passenger from their car for not paying that sum, they would have been liable for any force used by their agent upon the person of such passenger, though confined strictly within a degree necessary to effect such removal, and used solely for that purpose and with that intent. And for the reason that he was in their business, using a physical force upon another which he had no right to exert, and which they had no right to instruct and authorize him to exert, and any force was an excess of right. Does it not follow, that where they have the right to instruct and authorize to the use of force, and their agent acting in the pursuit of his duty to

them, and under authority which they have given, exceeds through zeal or impetuosity of temper, the degree of force necessary and proper to accomplish the purpose, and injury and damage ensue, that they must respond? So we have held in *Higgins vs. The Watervliet T. and R. Co.* (46 N. Y. 23.) But it is said that the act of the conductor in striking the plaintiff a blow in his face was willful and malicious; that it was not done by him because he unmistakably conceived it a necessary use of force to effect the removal of the plaintiff, but as a wanton act of rage and passion.

This it appears to us, was a question to be decided. And conceding the law to be clear that the defendant would not have been liable for the act of the conductor if it was willful and malicious on his part, still it was a question of fact.

It appears from the printed case that the motion to dismiss the complaint was made on the ground, that the principal is not liable for the tort committed by the agent or servant, except it occurs in the immediate discharge of duty by the servant, or is authorized. As the motion was granted, it must have been assumed that the testimony showed that the act of the conductor was a tort, which did not occur in the immediate discharge of his duty, and was not authorized. But the testimony is not so clear as that the court could pass upon it without committing it to the jury for their consideration. From the testimony as it appears to us in print we could not so determine. On the contrary, the act of the conductor presents itself to us as one done without malice or ill feeling toward the plaintiff, but deemed by him necessary to effect the purpose with which he thought himself charged in the proper performance of his duty. It should have been left to the jury upon all the testimony, and with proper instructions. There was error in holding otherwise.

As the defendant has given stipulations for judgment absolute, there must be judgment final for the respondents, with costs.

Judgment accordingly.

## Important Decision.

One of the most important lawsuits, and which has been in litigation since 1857, has at last been decided in the Court of Appeals. The parties to the suit are the Delaware and Hudson Canal Company and the Pennsylvania Coal Company. The action was founded upon an agreement made on the 31st of August, 1847, between the first named company and what was then known as the Wyoming Coal Association, owning and operating mines in Luzerne county, Pennsylvania. The contract was for the transportation of coal for the Wyoming Association over the Delaware and Hudson Canal from Hawley, Pa., to the mouth of Rondout Creek, to be brought to Hawley by a gravity road, then constructing over the mountains from the mines at Pittston and Dunmore. The canal company agreed to carry the coal of the other company to the terminus of the canal, charging and collecting a toll of so much per ton upon the coal so transported. The amount of toll annually was to be fixed on the first day of May, and to be one-half the surplus of the average selling price per ton of the coal, \$2 50 always to be deducted from such selling price as the cost to the coal company of getting a ton of coal to tide-water. A provision of the contract, and upon which the controversy occurred, was that in case the Canal Company enlarged its canal, it might charge and collect an additional toll on the coal transported at a rate per ton to be established after the completion of such enlargement.

The Pennsylvania Coal Company succeeded to all the rights and interest of the Wyoming Coal

Association, by an agreement made on the 29th of July, 1851.

On the 28th of July, 1853, the canal company notified the coal company that it had enlarged its canal so as to permit the passage of boats carrying from 125 to 150 tons, instead of the former capacity of boats of fifty and sixty tons, and estimated that this change saved to the coal company in carrying its coal to tide-water forty cents per ton, which must be deducted from the former allowance of \$2 50 per ton. On the 1st of August, following, the coal company replied and denied the saving alleged, but declared its readiness to have the disputed point settled by arbitration. To this the canal company agreed, and Azariah C. Flagg, and Frederick Fraley, were the next May selected as arbitrators between the parties. This arbitration resulted in nothing satisfactory, and the action just decided in the Court of Appeals was brought by the Delaware and Hudson Canal Company in April, 1857. By their complaint the plaintiffs claimed to recover additional toll, at the rate of twenty cents a ton upon 207,735 tons of coal transported by the defendants over the canal from September 15 to November 24, 1856, amounting to \$41,947. They also asked that the court ascertain or determine the reduction in the cost of transportation per ton on the canal between the points named—owing to the enlargement of the canal and to no other cause—and that the amount thus ascertained might be established and adjusted for the government of the parties under the contract as to all coal transported by the defendants subsequent to the completion of the enlargement on the 29th of July, 1853. They also asked that one-half of the amount of such reduction be adjudged to be thereafter permanently chargeable as additional toll under the contract, for all coal transported by the defendants.

The Coal Company answered by denying that the enlargement of the canal had occasioned any reduction in the cost of transporting coal, and that the failure of the arbitration to settle the question was owing to the choice of the plaintiffs, and the defendants being in no default as to the determining upon the reduction, and establishing the additional toll by arbitration, the plaintiffs could not proceed by action to establish such toll or determine the reduction.

By consent of the parties the cause was referred to the late Judge Henry Hogeboom for hearing and decision upon all the issues. The testimony taken before referee filled ten large printed volumes, and his fees exceeded twenty thousand dollars. The reference overruled the positions taken by the defendants, founded upon the arbitration clause of the contract and decided many important questions of law and fact. His judgment was that the reduction in the cost of transportation occasioned by the enlargement of the canal, after experiencing the full effect of all the improvements of the canal, was ten cents a ton. The plaintiffs were adjudged entitled to charge and collect as additional toll five cents a ton upon all the defendants' coal transported after the enlargement and notice thereof, from the 28th of July, 1852, and to a money judgment of \$16,481 43, with interest, but without costs to either party.

Judgment was entered; but the defendants appealed from the referee's decision to the General Term. The plaintiff also appealed, insisting that from the facts found by the referee they were entitled to charge and collect as additional toll 07.59c. a ton instead of five cents, as allowed. Both appeals were heard at the same time, and the judgment was affirmed. Both parties thereupon appealed to the court of Appeals, where the case was argued in June last. On Tuesday the court reversed the judgment on the appeal as taken by the defendant, and affirmed the judgment on the plaintiff's appeal. The decision of the Court is unanimous and in favor of the Coal Company on all points; it is not at all probable that this matter will be carried any further. The Coal Company, congratulate themselves that they have ceased to do



much business over this route, as if they did there would be no profit.—*Saward's Coal Trade Circular*, Nov. 20.

#### Railroads of Iowa.

Railroad facilities are a chief consideration in business enterprise; and to the present age and generation are essential to the full enjoyment of life. And whatever advantage, commercial and social, that railroad communication can give, Des Moines enjoys with special favor. About equidistant from the two great western business and social centers—the great and rapidly growing cities of Chicago and Saint Louis, which give healthful competition for Iowa's products, her grand trunk railways necessarily make these cities initial points. And these form their angle at Des Moines, with one arm reaching by the Chicago, Rock Island and Pacific, three hundred and fifty-seven miles east, to Chicago; the other by the Des Moines Valley and North Missouri, south-east three hundred and sixty-four miles, to Saint Louis. The great central highway of iron from the Atlantic to the Pacific coast has at Des Moines a prominent midway station. These grand trunk roads, completed, are here fed by others, in active progress, reaching from Des Moines toward every point of the compass. Northward, the Des Moines Valley, crossing the Northwestern at Grand Junction, and the Dubuque and Sioux City at Fort Dodge, is already completed eighty-nine miles. Another north road forming a link in the chain from Lake Superior to the Gulf of Mexico, is already graded almost to Des Moines, and will be pushed forward to completion. To the northeast is the narrow gauge Des Moines and McGregor road, now completed and operated a considerable distance, and which it is believed will be completed to Des Moines within another year. This road has an importance to Des Moines, which will be readily understood by reference to the important improvements now in active progress, and to be pushed forward to early completion, by the Federal Government, and when completed giving ship navigation from Iowa to New York via the great lakes. By this narrow gauge road, the new ship canal, and the lakes, Des Moines will have a direct and competing connection with New York that will be for all time a guarantee of the most favorable shipping facilities. And is not only projected, but has been entered upon, and is of the unfinished work of the General Government, to be an accomplished fact in a very brief period of time. East—we have the great Rock Island road; south-east, the Des Moines Valley and its connections; south, the Des Moines and Indianapolis is completed and operated twenty-two and a half miles to the county seat of Warren county, and looking to southern extension; and between this and the Des Moines Valley is the Albia, Knoxville and Des Moines, which will give a new competing line to St. Louis, and of it its President, writing under date of Oct. 11th, 1872, says: "No one has been more disappointed than I have in regard to the delay on the railroad, and I am at work now with the hope that railroad iron will go down. \*\* The country demands the road." South-west, already the iron horse from Des Moines has reached Winterset, the county seat of Madison county, a distance of forty-two miles, and will be pawing the ground until Kansas is reached. West—the highway of iron extends from Des Moines as nearly to the setting sun as solid foundation can be had for a road bed, and choice of routes to the Chinese Empire is given east and west, over which a tunnel through the centre of the earth alone can give shipping advantages. North-west, the Des Moines Western, narrow gauge, on which a considerable amount of grading has been done the past season, will strike the Missouri river at Sioux City, and cross an undeveloped prairie country, susceptible of an untold wealth of agriculture, by this road made tributary to Des Moines.

By these completed trunk roads and their connections, already grand shipping and traveling facilities are had. The roads unfinished have been temporarily checked by the present high

price of iron, but their early completion is guaranteed by the demands of a rapidly increasing and indefatigable population. The mineral wealth of the western mountains, the luxuries of the south, the refinements of staid eastern life, all are already here of ready and easy access; and a greater enjoyment than all these, is presented by the wealth of which the fruitful and undeveloped country, immediately around Des Moines, gives sure promise. With railroads completed and in progress, stretching from Des Moines toward every point of the compass, may not a city in her teens, with beauty and promised wealth, aim high for her future? And is she not worthy the notice of the ambitious, and active, and brave, who alone can win in life's races, and reach the goal of honorable preferment?—*Des Moines Industrial Motor*.

The officers of the Mexico National Railway Company in Philadelphia have received a telegram from the city of Mexico, dated November 27, by way of Brownsville, saying that the Mexican Congress passed on that day, by a majority of sixty votes, a bill authorizing President Lerdo to arrange with General Rosecranz the modifications desired to their existing concession, leaving the latter in full vigor. The company ask for a subsidy in national bonds in lieu of the land grant given them in December, 1870.

The December dividend on the Vermont and Canada Railroad will be "passed," because the rent then due from the Vermont Central trustees and managers will not be paid. Interest will also be passed on the Vermont Central first mortgage bonds due December 1. The New England Trust Company will pay the coupons due December 1, on the Marquette and Ontonagon Railroad 8s, 1875, and the Marquette, Houghton and Ontonagon Railroad 8s, 1892.

The first rail on the line of the Montpelier and Wells River Railroad was laid in Montpelier on the 28th ult., at the place of union between that road and the Vermont Central. The work of laying the track will be vigorously prosecuted.

#### Board of Engineers of the Fourth Avenue Improvement.

##### Office Grand Central Depot.

New York, November 23d, 1872.

##### Notice to Contractors.

SEALED PROPOSALS FOR WORK ON THE Fourth Avenue Improvement between 49th and 79th Streets, will be received by the undersigned at this office until 2 o'clock P. M. of December 16, 1872. Plans, Specifications and blank proposals will be ready on and after the 29th inst.

ALLAN CAMPBELL,  
A. W. CRAVEN,  
EDW. H. TRACY,  
J. C. BUCKOUT,

Board of  
Engineers  
4th Avenue  
Improvement.

BALTIMORE AND DRUM POINT R. R. Co.,  
No. 44 Second St., Baltimore, Md.,  
November 11, 1872.

PROPOSALS will be received at this office until noon of the 10th day of December next, for the grading, masonry and bridging of two divisions of this road. The first, ten (10) miles in length, from the Annapolis Railroad to Butler's Tavern—the other, twelve miles, from Drum Point to St. Leonard.

The right to reject any bid is reserved. Profiles and specifications may be seen here, and at the office of Vernon H. Brown, No. 66 South St., New York, after the 20th inst.

By order of the Board.  
JOHN G. BUTLER,  
Secretary.

#### STREET RAILROAD CARS FOR SALE.

THE undersigned offers for sale ten Two-horse cars which have been in use a few months on a street road. They are nearly as good as new cars, and will be sold cheap for cash.

JOHN R. CONNOR,  
Greenpoint, N. Y.

#### Locomotives and Cars for Sale.

New Locomotives of best build.  
Second hand Do., various gauge, 10 & 40 Tons, now running, in good order.  
New and Second hand Passenger and Freight Cars.  
Also Steel and Iron Rails, Fastenings, &c.

DAVIDGE & WHEELER,  
General Railway Business,  
78½ Pine St., New York.

P. O. Box 4870.

HEYERDAHL, SCHÖNBERG & CO.  
31 Pine Street,  
NEW-YORK.

10 Cornhill, E. C.  
LONDON.

#### STEEL AND IRON RAILS.

Sole Agents in the United States for  
SAMUEL FOX & CO.'S  
Bessemer Steel Rails.

#### RAILROAD SECURITIES NEGOTIATED.

#### DREDGING MACHINES AND SCOWS FOR SALE.

One (Osgood Pattern) Second Hand. Price \$10,000.

One, Almost New. Price \$22,000.

Two Large Dumping Scows, \$3,500 Each.

Apply to

A. W. LADD,  
5 and 7 Dey Street.

#### FOG SIGNALS,

OR

#### ALARM TORPEDOES.

ALWAYS RELIABLE.

W. BAILEY LANG & CO.,

54 CLIFF STREET, NEW YORK,

No. 9 LIBERTY SQUARE, BOSTON.

#### LOCOMOTIVES FOR SALE.

SEVERAL SECOND HAND LOCOMOTIVES for sale by the Philadelphia and Reading Railroad Co. Weights ranging from twelve to twenty-nine tons. Further information can be obtained upon application to

W. S. WILSON, Purchasing Agent,  
227 South Fourth Street.  
Philadelphia, Pa.

#### FOR SALE.

Four new passenger Coaches for sale; two 60 passenger each, price \$5,250; two 76 passenger, price \$7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

Apply to

A. W. LADD

351f 5 and 7 DEY STREET NEW YORK.

**A. W. LADD,****NO. 5 DEY STREET, NEW YORK,**

Will cut to order for Bridge and Railroad Builders, WHITE PINE, GEORGIA and FLORIDA PINE, HEMLOCK and OAK TIMBER.

**Agent for ROBERT BROWN, Telegraph Contractor.**

Telegraph Lines of any length built with Brooks' Patent Paraffine or Glass Insulation and American Compound or English Galvanized Wire at the lowest rates and shortest notice. Also, Wire Fence for Railroads.

**REFERENCES:**

All the leading Telegraph Companies in the United States.

**NEW JERSEY STEEL AND IRON COMPANY,****TRENTON, N. J.,**

Represented by COOPER, HEWITT &amp; CO., No. 17 Burling Slip, New York,

MAKERS OF

**ROLLED IRON BEAMS,****CHANNEL BARS, TRENTON STEEL TOP RAILS, &C. ALSO,****THE MARTIN STEEL!**

The best and cheapest material for FIREBOX PLATES, and all Machinery uses.

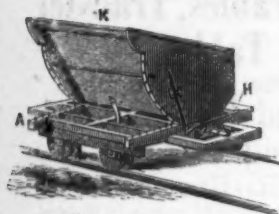
**CAMP'S IMPROVED DUMPING CAR.**

Fig. No. 1, Car Loaded.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

**To replace the box in readiness for another load.**

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

Address,

**N. H. CAMP,**

Care N. C. MILLER, 61 Broadway, New York City:

or HAWKINS, WILLARD &amp; CO., 28 Market St., Chicago.

(Used by the  
American Dredging Company.)

RIGHTS FOR SALE BY

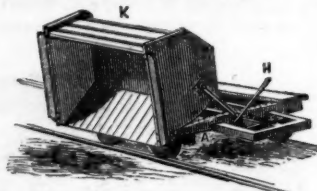
**N. H. CAMP,**

Fig. No. 2, Car Dumped.

**TO DUMP THE CAR.****RAILROAD IRON.**1,000 Tons TREDEGAR RAILS,  
1,000 Tons CROSBY RAILS,  
1,000 Tons STOCKTON RAILS.  
Now in Yard and for sale by**WM. H. PETIT,**  
72 Wall-st., New York.**RAILROAD IRON.**2,000 tons best Welsh make 56 lbs.  
2,000 " Extra quality 56 lbs.

For sale by

**DANA & CO.,**  
18 William street.

JAMES BULGER. GEORGE B. COLE. JOHN H. BULGER.

**James Bulger & Co.,****Engineers, Machinists**

AND

**Iron Founders.**STEAM ENGINES, MILLS, HYDRAULIC PUMPS,  
PRESSES AND GENERAL MACHINERY.25 and 54 North Second Street, Near First,  
Brooklyn, E. D., N. Y.**FULLER, LORD & CO.,**  
**Machine-Forged Nuts,**  
**BOLTS & NUTS,****WROUGHT WASHERS,****BOONTON CUT NAILS,****139 Greenwich Street,****NEW-YORK.****PATENTS.****THOMAS D. STETSON,**No. 16 Murray Street, New York.  
Solicitor of Patents and Scientific Expert  
in Patent Cases.The best service at a fair price. The same care and zeal  
as heretofore to promote the interests of clients. Send for  
circular.**PACIFIC MAIL****Steamship Company's****LINE TO****California, Japan and  
China.****VIA PANAMA,****CARRYING MAILS, PASSENGERS AND****FREIGHT TO****ASPINWALL, PANAMA, SANTA MARTHA AND  
GREYTOWN, AND PACIFIC COAST OF  
MEXICO, CENTRAL AMERICA, PERU,  
AND CHILE.**Steamers leave 10th 20th and 30th each month, except  
when those days fall on Sunday, then the day previous.Dec. 10, Steamer HENRY CHAUNCEY, CAPT. A. G.  
GRAY, will leave Pier No. 42, North River, at 12 o'clock  
noon, for Aspinwall direct, connecting at Panama with  
steamer CONSTITUTION, Capt. Caverly, touching at  
Acapulco, Manzanillo and Mazatlan, San Diego and San  
Pedro, also connecting for all Central American and South  
Pacific ports. Departures of 10th and 20th each month  
connect with the Company's steamer, touching at San  
Benito, Tonata, Salina Cruz and Port Angel.Freight for all way ports received until 4 P. M. of  
Dec. 7.An extra steamer will leave San Francisco, Dec.  
16, 1872, for Japan and China.For rates of passage, freight and all further information,  
apply at the Company's office on the pier, foot of Canal  
street.

F. R. BABY, Agent.

PHILIP S. MILLER.

LENOX SMITH.

**AMERICAN AND FOREIGN****STEEL & IRON RAILS.****STREET RAILS,****Railway Fastenings, etc.****MILLER & SMITH,****43 Exchange Place, N. Y.****THE  
TAUNTON LOCOMOTIVE****MANUFACTURING COMPANY,****TAUNTON, MASS.,****HAVING** large facilities, and having had a long experi-  
ence in the business, are prepared to furnish**LOCOMOTIVES,****EITHER FOR BURNING WOOD OR COAL,  
OF THE MOST APPROVED CONSTRUCTION.****ALSO ALL KINDS OF****RAILROAD MACHINERY,****STATIONARY ENGINES AND BOILERS.****SUGAR MILLS, SHAFTING, ETC.****HARRISON TWEED,****Agent and Treasurer.****P. I. PERRIN, Sup't.**

Established 1820.

**William J. Young & Sons,****SUCCESSORS TO****WM. J. YOUNG, WM. J. YOUNG & CO.,  
WM. J. YOUNG & SON,****MATHEMATICAL & ENGINEERING****Instrument Manufacturers,****AT THEIR OLD LOCATION****43 NORTH SEVENTH STREET,****PHILADELPHIA,**Have so increased their facilities as to believe they can in  
future keep a full supply of instruments on hand.



**HAND'S IMPROVED DUMPING CART.**

PATENTED APRIL 4th, 1871.

**THE MOST PERFECT YET INVENTED.**

Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

Manufactured and for Sale by

**WILLIAM & HENRY HAND,**  
PLAINFIELD, N. J.

STATE AND COUNTY RIGHTS FOR SALE

**Safe Car Lamp,  
MINERAL SPERM OIL,  
NO KEROSENE.  
Williams, Page & Co.,  
BOSTON,**

Manufacturers of their well known Car Lamps and of Superior Car Candle Lamps, are making

**Mineral Sperm Oil Lamps**

now used by Boston and Albany, Providence, Eastern, Fitchburg, Lowell, and many other Roads, and by Pullman Palace Cars in place of Kerosene or Candles. Circulars, Lithograph and Price List sent when requested.

**WILLIAMS, PAGE & CO.,**

Manufacturers of Lamp and Candle-Burners, and dealers in Mineral Sperm Oil and Candles.

**Manhattan Oil Company,  
Office, 16 Broadway, New York,**

JAMES M. MOTLEY, President.

**Mason's Sperm, Manhattan Signal, Extra  
Lard, Tallow, and Mystic Coal Oils.**

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

**DIRECTORS:**

James M. Motley, Nathan A. Baldwin,  
Edward Rowe, J. Carothers,  
T. M. Niven, George W. Quintard,  
James Murphy, William A. Seaver,  
Phillip M. Millsbaugh.

**West Point Nickel Mining  
and Plating Company.**

Shops cor. Essex &amp; Greene Sts., Jersey City.

Office 5 &amp; 7 Dey St., Room 7, N. Y.

JACOB RUSSELL, (late Pres't Gold Ex. Bank), Pres't.  
A. W. LADD, Managing Director and Vice Pres't.  
E. C. HAMLEN, Sup't.

**NICKEL PLATING** done on an improved plan warranted not to rust or tarnish. Also Silver Plating and Bronzing.

N. B. Especial attention given to Plating Pullman Palace and Wagner Car trimmings.

L. D. SAXTON, JNO. WELSH DULLES,  
President. Sec'y and Treasurer.

**N. G. R. R. Construction & Supply Co.,  
424 WALNUT ST., PHILADELPHIA, PENN.**

H. S. LEECH, General Agent,  
At Clark, Walcott & Co., Bankers, 29 Broad St., New York.

**J. H. ALEXANDER & CO.,**

307 FINE STREET, ST. LOUIS, MO.,

Undertake all business connected with Construction, Equipment, and Negotiations, for Railroads. Power, Stock, Rails, and Supplies furnished to order.

Correspondence Solicited.

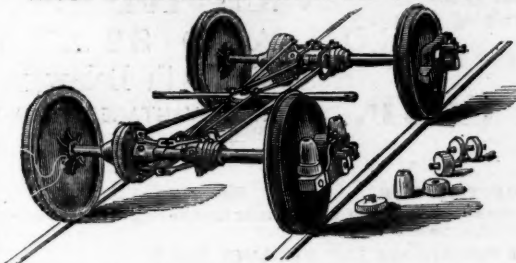
ALBERT C. MCNAIRY, President.

HENRY M. CLAFLEN, Vice-Pres't &amp; Treas.

**CLEVELAND BRIDGE & CAR WORKS,**  
[ESTABLISHED IN 1850.] THE



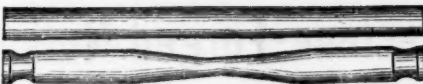
The Lightest Running, Easiest Riding, and  
most Economical Street Car in use.



**Higley's Patent Street Car Running Gear and  
Brake, Made and Sold by the McNairy  
& Claflen Manufacturing Co.,  
Cleveland, O.**

HARVEY T. CLAFLEN, Sup't.

JOHN COON, Sec'y.

**CAR AXLE WORKS.**

**A. & P. ROBERTS & CO.,  
PENCOYD IRON WORKS.**

OFFICE No. 414 WALNUT STREET,  
PHILADELPHIA.  
Rolled or Hammered Car Axles, Bar Iron  
and Forgings.

**PHILLIPSBURG  
Manufacturing Company.**

**MANUFACTURERS OF**

Hot Pressed Nuts  $\frac{1}{2}$  in. for  $\frac{1}{2}$  Bolts to  $\frac{3}{4}$  in. for 2 in. Bolts  
either Square or Hexagon.  
Bridge and Truss Bolts  $\frac{1}{2}$  in. to  $\frac{3}{4}$  in. in diameter any  
length with upset ends.  
Car Bolts either Blank or Finished.  
Machine Bolts Square or Hexagon Heads and Nuts.  
Car Forgings, Car Trucks, and Iron work for Cars in  
general.  
Coach or Lag Screws, Washers, Nut Hinges, Crow  
Bars, Miners' Drills, and a superior article of Boiler Rivets.  
Railroad Splice Bolts and Fish Plates.

**PHILLIPSBURG,  
Warren Co., N. J.**

**MORTON, REED & CO.,**

No. 65 South Gay St., Baltimore, Md.,  
MANUFACTURERS' AGENTS

FOR THE SALE OF

**American & Foreign Rails,  
STEEL OR IRON**

AND

**Railway & Machinists' Supplies  
OF EVERY KIND.**

Locomotive and Mining Engines,  
Narrow Gauge Cars, and Engines,  
Freight, Box & Passenger Cars, &c.

**Danville Iron Works,  
DANVILLE, PENN.**

**LIGHT RAILS** weighing, per lineal yard, 40 lbs., 35  
lbs., 30 lbs., 28 lbs., 25 lbs., 22 lbs., 20 lbs., 18 lbs., and  
16 lbs., suitable for Narrow Gauge Railroads, Collieries,  
Furnaces, Mills, &c.

**GILEAD A. SMITH & CO.,  
New York Office,  
62 Broadway.**

## THE WHARTON Safety Railroad Switch.

**BOTH RAILS** of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,  
Or WM. WHARTON, Jr., Sup't,  
Of the Wharton R.R. Switch Co.  
28 South 3d St., Philada., Pa.  
O. BOX, 2353. Phila.

## YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,  
YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

### Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly.

They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

Photographs of Narrow Gauge cars sent by mail.

C. Billmeyer. D. E. Small. J. H. Small.

## CHAS. J. PUSEY,

78 BROADWAY,  
NEW YORK.

## American & English Rails,

LOCOMOTIVES and CARS,

FISH PLATES, SPIKES, &c., &c.,

SOLE AGENT FOR

Atkins Bros' Pottsville Rolling Mills.

Special attention given to filling orders for Small T and Street Rails, of every weight and description.

Old Rails Bought or Re-Rolled, as Desired.

P. O. Box 5222.

## EDWARD J. ETTING,

105 Walnut St., Philadelphia,

MANUFACTURERS' AGENT FOR THE SALE OF  
AMERICAN AND FOREIGN

## RAILROAD IRON

Of every Size, Weight and Pattern,

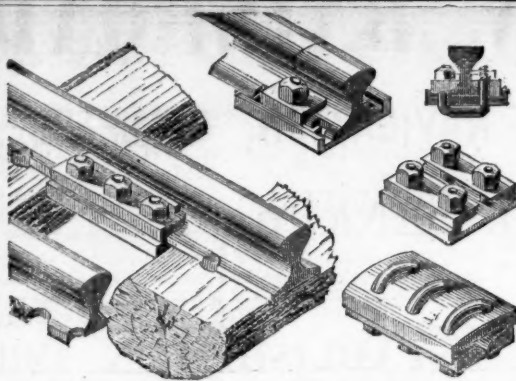
F. r Steam and Street Roads.

ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.

Special attention paid to the Purchase and Sale of Railroad and Scrap Iron.

CONSIGNMENTS SOLICITED.



## FISHER'S PATENT

Wrought Iron

## RAIL JOINTS,

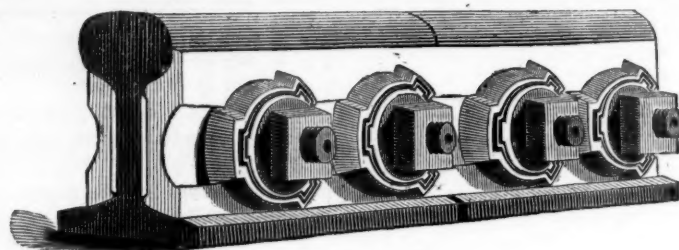
MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

## PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

## VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

### We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

## RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS & CO.,

71 Broadway, New York

## RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern PERKINS LIVINGSTON & POST, 31 New St., cor. of Exchange Place, NEW YORK.

## RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMPY,

59 Liberty St., New York.

## HERMANN BOKER & CO.

101 & 103 Duane-St. } New York.  
91 & 93 Thomas-St. }

IMPORTERS OF

## Prussian Puddled Steel RAILS,

Steel Head Rails, Fish Bars,  
SPIEGEL IRON,

Cast Steel Tyres, Axles, &c.

AGENTS FOR

FUNCKE and ELBERS,

HAGEN, PRUSSIA.

Bochum Mining and Cast Steel Manf. Co.  
BOCHUM, PRUSSIA.